70¢

A FISHERMAN PUBLICATION

The Long Island FISHERMAN

The Largest Weekly Sportfishing Magazine in the United States!

February 12th, 1981 ★ Volume 16, Number 6 ★ 16th Year of Publishing ★ SEVENTY-CENTS

BOATING SAFETY

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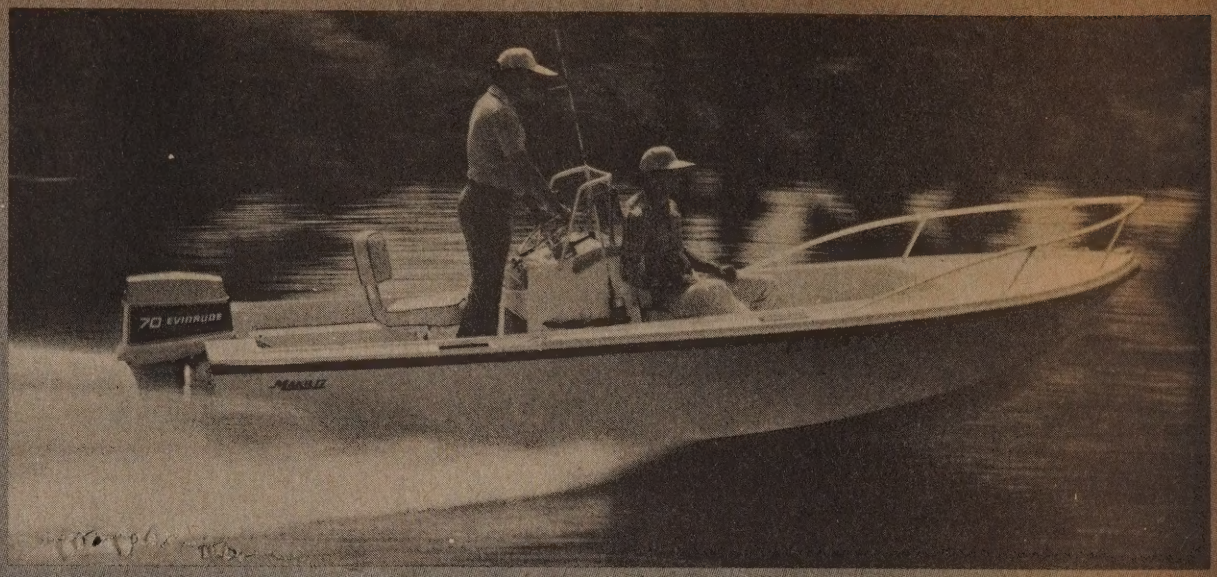

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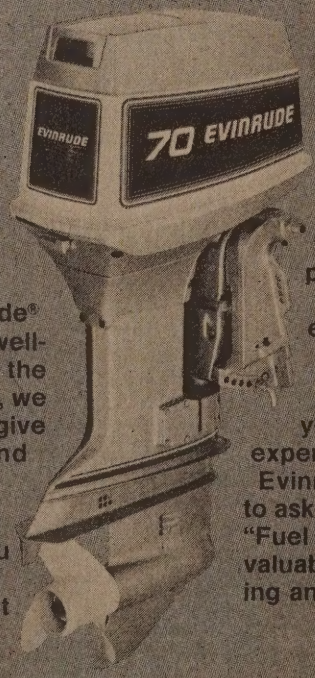

See the whole line of 1981 Evinrude motors, 2-235 h.p., at your Evinrude dealer now. He's an expert at helping you select the best Evinrude for your boat. And be sure to ask for your free copy of Evinrude's "Fuel Efficiency Guide". It's packed with valuable tips on how to have fun boating and save fuel doing it.

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The Long Island FISHERMAN

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Volume 16, Number 6 February 12th, 1981

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One of the first rules in boating is to always be prepared for the unexpected. Studying charts of unfamiliar waters helps avoid surprises such as this. See the article on Boating Safety beginning on page 28. Photo by Andy Regina.

COMING NEXT WEEK: **COLD WATER SURVIVAL**

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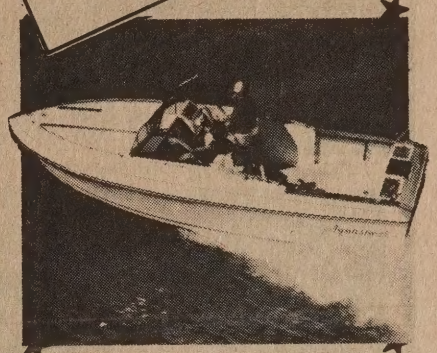

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- Compare our weight and beam with the competition! We're 1400 pounds, 7'4" beam!
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Pass It On...

CHRISTMAS TREES SAVE BEACHES

Each and every year volunteers from the Long Island Beach Buggy Association, Inc. (LIBBA), gather the unsold Christmas trees from throughout Suffolk County, transport them to the outer beaches, and place them onto the dunes to prevent erosion. This operation is performed in conjunction with the Suffolk County Parks Department. For the second year the men of F troop 42nd Maintenance Battalion, National Guard participated in "Operation Christmas Tree" by supplying seven, four-wheel drive trucks to transport the trees onto the beach, and a large maintenance tent with heaters to help the volunteers and Guardsmen stay warm in the below 0° weather we had this year.

Joining in the project were members of Phase II, Moriches Anglers, Great Gun Anglers, Boy Scout Troops 172, 328, 566, 443 and Ranger Explorer Post 746. Others at the operation were Mr. John Rosso, Suffolk Legislator John Chester, Commissioner of Suffolk County Parks and Bud Corwin, Supervisor of County Parks.

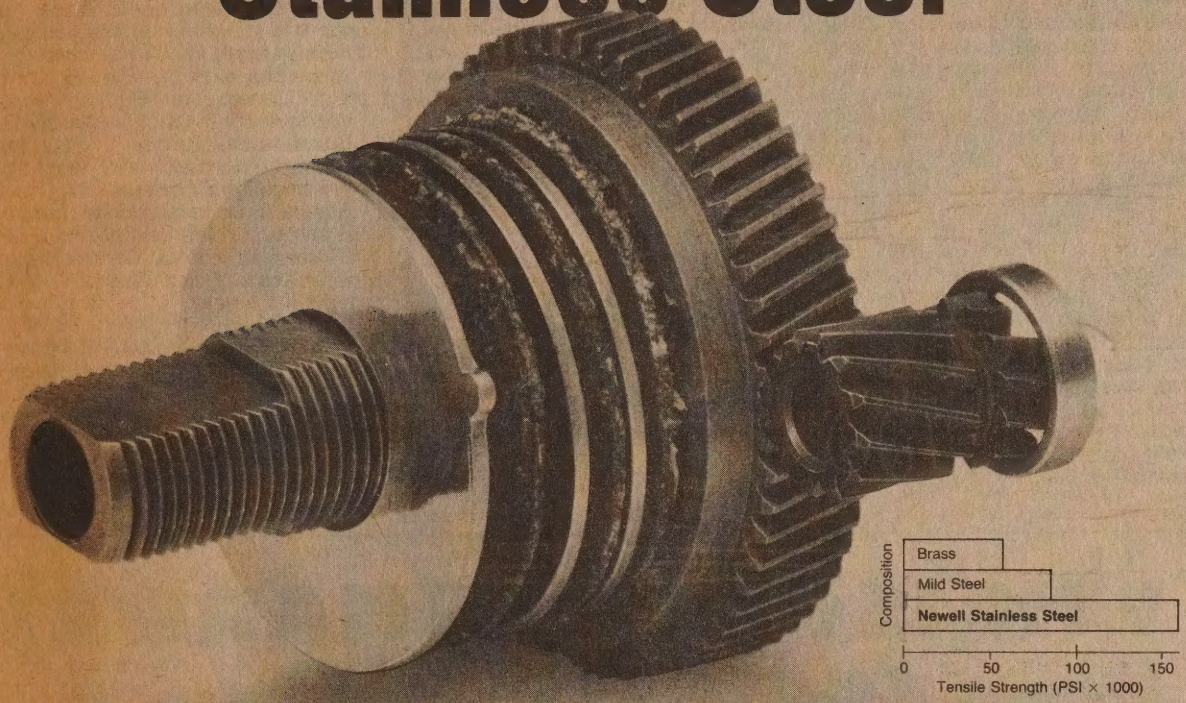
This year's operation put between 20,000 to 30,000 trees on the beach by Cut II approximately two miles east of Smith Point Park, where the beach had a wash-over from one of our winter storms. The large Army vehicles necessitated fewer trips on the dunes. LIBBA spokesman Ed Wissenbach says this year's operation Christmas Tree was a success as it has been in the past!

MARINE MAMMAL STRANDING NETWORK

Commissioner of Environmental Conservation Robert F. Flacke announced implementation of a Marine Mammal and Sea Turtle Stranding Network for New York State. A key feature of the program is a "hotline" telephone number, **516-653-4511**, for reporting whale, seal, dolphin and sea turtle beachings on Long Island and other coastal areas. Collect calls will be accepted at this 24-hour-per-day, seven-day-a-week phone.

"Numerous beachings occur on the shores of Long Island annually. Notification of the location of a stranded animal will result in a quick response by biologists," the Commissioner said. If the animal is alive, prompt attention is necessary to minimize stress and to better ensure survival. A marine mammal veterinarian is cooperating in the program and will be available is he is needed. With dead animals, biological specimens, measurements and photo-

Newell Gears Are Stainless Steel



Newell gears are stronger.

Stainless steel gears are the rule throughout the entire Newell series. Main and pinion gears are heat treated for long life, low friction and high tool strength. In fact, the gear teeth on a Newell reel are almost twice as strong as inexpensive, untempered, mild steel gears and three times that of ordinary brass. Plus, the stainless steel gears on a Newell reel are guaranteed* for two years.

A Newell drag is smoother.

Jerky, stop and start, hard to adjust drags have no place in the world of big fish. That's why Carl Newell built a drag with far more surface area than the leading seller. This increased braking area pays line out more smoothly to a running fish, makes drag adjustment easier and a Newell drag is far less likely to seize-up under a fish fighting load.

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graphs will be taken to assist in determining the cause of death. Biological data collected from strandings will be made available to cooperating marine wildlife researchers to aid in the conservation of these species.

For health and safety reasons, carcasses of marine wildlife must be handled with care and disposed of properly. Whales have been known to explode as decomposition takes place, and a virus causing seal deaths may be transmitted to man by direct contact. The stranding program will minimize such risks to the public.

All species of sea turtles and marine mammals which occur in New York's coastal waters are Federally protected by the Endangered Species and Marine Mammal Protection Acts. Killing, harassment or possession of animals or their parts is strictly prohibited except under permit, the Commissioner point out.

As part of New York's stranding program, signs will be posted in conspicuous locations on Long Island to encourage all reports of beachings.

This program is a cooperative effort of the Department's Divisions of Fish and Wildlife and Law Enforcement, the National Marine Fisheries Service, the U.S. Fish and Wildlife Service and the Okeanos Ocean Research Foundation, a private non-profit center for marine mammal research located in Jamesport, New York.

CLUB NEWS

GATEWAY STRIPER CLUB

The Gateway Striper Club, a surf fishing club, announces an open house meeting to be held on Thursday, February 12 at 8PM, Building T-25 at Fort Tilden in Belle Harbor, Queens. The feature program includes a demonstration on weighting or loading RedFin plugs for extra distance, by Mr. Joseph Augeri and a discussion on reel lubrication and maintenance.

Surf casters are invited to attend. For more information, call Dave at (212) 853-1773 or Bob at (212) 377-5788 after 6PM.

The Club meets the second Thursday of each month.

GREAT GUN ANGLERS

The Great Gun Anglers held their yearly elections this past December. The board of Directors for 1981 are:

Paul Schwack, President
Bill Behrens, Vice President
Bill Vargas, Secretary
Stan Saneski, Treasurer
Roger Royalty
Kevin Gilbert
Ted Neilsen
Fred Walker
Ken Montgomery, Past President
Ed Henderson, Past President

The club held their annual awards dinner in December and the recipients of awards were as follows:

ANGLER OF THE YEAR

Inshore: John Frame
Offshore: John Frame
Great Gun: John Frame
Captain: Stan Saneski

Species awards were as follows:

Fluke: John Frame
Porgy: Bill Sosnicki
Flounder: John Frame
Weakfish: Ed Henderson
Bluefin tuna: Pete Miglionico
Mako Shark: Roger Royalty
Tiger Shark: John Frame
White Marlin: Wain Carlough
Bluefish: Bill Vargas
Codfish: Rich DeChiaro
Pollack: Bob Bruno
Bigeye tuna: Leigh Schroeder
Blue Shark: Brian Formhals
Dusky Shark: Wain Carlough
Blue Marlin: Hank Radziewicz

EMANON FISHING CLUB INSTALLS NEW OFFICERS

On Saturday, January 31st at the beautiful Freeport Yacht Club, the Emanon Fishing Club of Jamaica, N.Y. installed the following officers for 1981:

George Mann, President; Milton Holst, 1st Vice-President; Ralph

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In a nutshell:

☐ We are a 20 year old company serving the Port of New York with Sales, Engineering and Service of electronic communications and navigation equipment. We have grown to become one of the largest such organizations in the U.S.

☐ We are exclusively marine oriented. More than half our employees are experienced marine technicians and our management has nearly 150 years total experience in the commercial marine field.

☐ We have shipyard experience in East and Gulf Coast yards as well as in New York, New Jersey and Connecticut area boatyards.

☐ We operate normally from New Haven to Philadelphia and Baltimore. But, depending on expertise required, we service in any port, anywhere. In the past year we have serviced vessels in ports from Maine to the Gulf Coast, in Canada, Puerto Rico, Virgin Islands, Aruba, Singapore and Thailand.

☐ We sell and service all types of electronic communications and navigation equipment including: Automatic Direction Finders, Automatic Pilots and Steering Systems, Depth Finders, Gyro Compasses, Loran C, Omega, Radar and Collision Avoidance Systems, Radiotelephones, Satellite Communications, Satellite Navigation Systems, Sitor and Sonar.

☐ We are authorized sales and/or service agents for most major U.S. and foreign equipment manufacturers including: AEG, Benmar, CAI, Drake, Furuno, Hokushin, Japan Radio Corp., Intech, ITT Mackay, Kelvin Hughes, Marconi, Northern Radio, C. Plath, Raytheon, Simrad, Sperry, Standard Communications and Wesmar.

☐ We have a large equipment and parts inventory which helps us provide fast and efficient delivery, installation and service.

☐ We have a modern, fully equipped electronic test lab and a mechanical shop which allows us to overhaul, rebuild and even to redesign equipment and systems from Gyros and Steering Systems to complete radio rooms.

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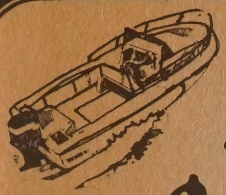

Long Island Boat Show Specials!

Come See Us At The Long Island Boat Show! At the Nassau Veterans Coliseum February 14th-22nd in the Southeast Lobby!

Motorola Nautilus 440 VHF/FM Marine Radio Pkg.

Totally synthesized with every US Marine Channel. 2 way-programmable Automatically tune in channel 16 with the press of a button, press it again and you're on your last working channel. Pkg. incl. 497 Shakespeare Antenna Ship Wt. 23 lbs. Stock # 5384440

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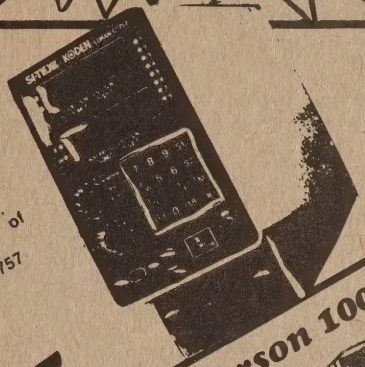
Dual tracking, 7⅛"w x 9⅛"d. 4 automatic Notch filters. 8 programmable way points, active memory start, built in Compu Nav, time counter, touch pad entry w/LED displays & illuminated back lights. Antenna, preamp coupler, 49' of cable included. Ship Wt. 18 lbs. Stock # 5388757

Now $1695

List $1995



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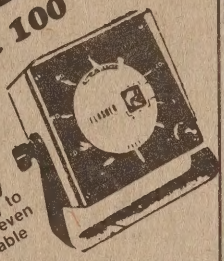

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Regency-Polaris MT 5500 VHF Package

Synthesized, complete w/all US marine channels. Keyboard "Beeps" to verify each entry. Select 20 channels & enter them into a second memory. Unique Weatherscan touch 1 button, it will scan all 4 weather stations plus Canadian until it finds the local weather channel. With Programmable Priority, pick the priority channel. Pkg. incl. 497 Shakespeare Antenna.

Ship Wt. 21 lbs. Stock # 5385500

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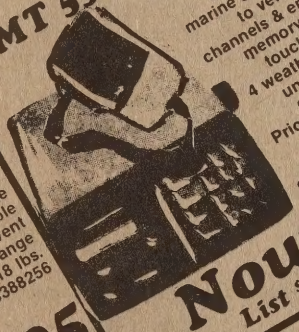
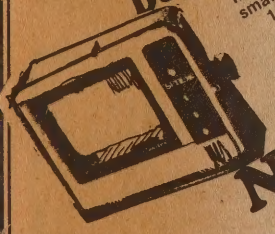


Sitex 256A Straight Line Depth Recorder

200 khz machine brings maximum detail between small echoes. 6 ranges, 0-12 ft. on the first scale down to 384 ft. on last scale. Adjustable white line control, variable paper speed event marker & lighted range scale. Ship Wt. 18 lbs. Stock # 5388256

Now $329.95

List $469

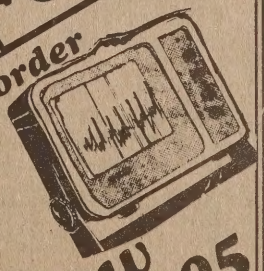


Sitex 30AS Straight Line Recorder

Ranges 0-60 ft. on the first to 360 ft. on the last scale. 200khz white line, variable gain control, paper speed. Precise straight line recording on 4 in. paper. Push button event marker. lighted scale, paper stored internally for future. Ship Wt. 20 lbs. Stock # 5388300

Now $299.95

List $439



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Oakdale 1384 Montauk Hwy. 589-0570	Union, NJ 2268 Route 22 (201)687-2660	Copaigue 720 Merrick Rd. 842-9393	Rockville Ctr. 243 Merrick Rd. 764-0888	Manhasset 1215 Northern Blvd. 627-3966

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Pinckney, 2nd Vice-President; Robert Evans, Recording Secretary; David Kendel, Assistant Recording Secretary/Assistant Business Mgr.; Buren Figueroa, Corresponding Secretary; Winston Vaughan, Assistant Corresponding Secretary; Al Smith, Financial Secretary; Robert Rice, Assistant Financial Secretary; Arnold Brooks, Sr., Business Manager; Herman Whitaker, Treasurer; Dwight Millington, First Sgt. of Arms; Harry Forston, Second Sgt. of Arms; Lloyd Gittens, Chaplain.

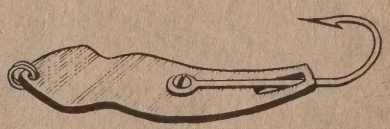
The "Installation Affair," which is the fifth in the Club's five-year history, was open free to family and friends in gratitude for the support Emanon has received from them throughout the years. The festivities included a master of ceremonies; a guest speaker; invocation; acceptance speech by the newly appointed president; highlights of our fishing trips for 1981, and plenty of food, cheers and music. Emanon currently has 70 enrolled members.

BABYLON TUNA CLUB

The first general membership meeting of the year was held on January 9, 1981 by the Babylon Tuna Club. The following members make up this year's slate of officers.

President—Bob Sgarlato; Vice-Pres.—Ed Torkilsen; Treasurer—Artie Stabbe; Sec'y.—Joe Paradisio; Corresponding Sec'y—Fred Guardineer; Membership Sec'y—Marty Gurski and Contest Chairman—Joe Kaich.

Awards for last season will be given at the Club's annual dinner dance to be held on February 27 at the Narragansett Inn. Starting time is 8PM.



BOATING

FREE BOATING COURSES

Flotilla 22-4 of the U.S. Coast Guard Auxiliary will sponsor a free boating course at East Northport Jr. High School on 5th Avenue, east of Larkfield Road—between Atlantic St. & Furwood Drive, on Wednesdays, from February 25 through April 8, 1981. Time will be 8PM to 10PM.

Instruction will cover seamanship, rules of the road, knots, aids to navigation, piloting, legal requirements, how to read nautical charts, and more.

The course is free; all are welcome to attend. Text book and course materials are available, but purchase is not mandatory. For more information, call 265-4630.

FREE SAILING COURSE

Learn to sail in a free 10-lesson course. The U.S. Coast Guard Auxiliary Flotilla 13-4 is again offering its popular 10-lesson course on Sailing Skills and Principles of Sailing at Lawrence Senior High School in Cedarhurst. The 10-lessons will explore basic sailboat handling, seamanship, sailing terminology, lines and knots, piloting, charts, rules of the road and safety as recommended by insurance companies and the authorities. A certificate is awarded upon completion.

Wednesdays, beginning March 4, 8-10PM, Room 244, Lawrence S. High School, Reilly Road, Cedarhurst, Longlsland.

Registration on Monday, Tuesday and Wednesday, February 23 to 25 from 7-8PM at Lawrence Sr. High School. Late registration at first class on March 4 at 8PM.

There is a charge for materials. For info call, 516-295-2700, Ext. 227 or (Ted) 516-569-1049.

BASIC SEAMANSHIP COURSE

Flotilla 13-4 of the U.S. Coast Guard Auxiliary also offers a twelve lesson Basic Seamanship and Boating Course, which is recommended by insurance companies and the authorities. The lessons will explore seamanship, nomenclature, piloting, rules of the road, buoy systems, compass, charts, electronics, outboards, inboards, and sailboats. A certificate is awarded upon successful completion.

Wednesdays beginning March 4, 8-10PM, Room 243, Lawrence Sr. High School, Reilly Road, Cedarhurst, Long Island. There is a charge for materials.

Registration is Monday, Tuesday, and Wednesday, February 23 to 25 at the High School. Late registration at first class on March 4, 8PM.

For information, call: 516-295-2700, Ext. 227 or (Ted) 516-569-1049.

FLOTILLA 11-7 BOATING COURSE

The U.S. Coast Auxiliary, Plumb Beach Flotilla 11-7 will present a 16 week safe boating course beginning on Monday, February 23, 1981 at the Gateway National Recreation Area, Floyd Bennett Field, Brooklyn, Bldg. 272 at 8PM. This course, the most extensive offered by the Auxiliary will cover basic boating skills and seamanship, chart reading, piloting, marine engines, weather and other interesting and vital subjects.

Upon successful completion of the course, an official certificate will be issued, which may entitle the boat owner to a discount on his marine insurance. In addition, this course is certified by the State of New York for young boaters between the ages of ten and sixteen. Upon successful completion of this Young Boaters

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Casting, Trolling and Jigging Reels.

"The fish that runs away from this reel won't fit in the boat!"

That's a mighty bold statement but Shimano's rugged gold reels have all the muscle to back it up. These powerful performers are built to handle anything that's catchable on light tackle big game reels. Tritons have proven themselves with over twenty different species in casting, jigging, trolling and live bait fishing situations.

The finest components.

One look inside the handsome gold sideplates makes it easy to understand why Triton is a legitimate contender in the salt water market. Precise bronze and stainless steel gears are amazingly strong. One piece machined aluminum spool rides on stainless steel ball bearings to assure maximum strength and smooth performance. The drag system on the Triton offers more braking area than any other reel in its class. Handles are big, designed for a sure, powerful retrieve.

One piece construction.

Unique one piece Col-for® (cold forged) aluminum frame resists twisting and turning. One piece, machined aluminum spool has a stainless steel shaft for exceptional strength and maximum precision. So precise that 10 lb. line can't get caught between the spool and housing. It's virtually unaffected by mono compaction and fish fighting stress.

Controlled casting is built in.

Surf and boat casters and live bait fishermen will appreciate Triton's centrifugal brake weight system and push button spool release. These special features make Triton the only light tackle big game reel that's specifically designed for controlled casting too!

Look for the Triton Mark I and wide spool Mark II at your tackle dealer's or read all about them in Shimano's colorful 1981 Fishing Tackle Catalog, yours for $1.00 by writing: **Shimano American Corp., 205 Jefferson Rd., Parsippany, NJ 07054.**

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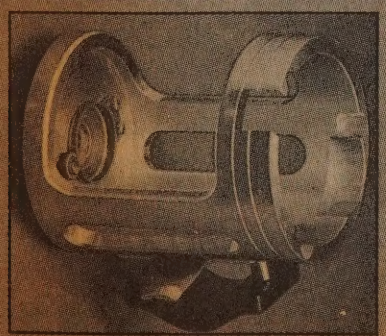
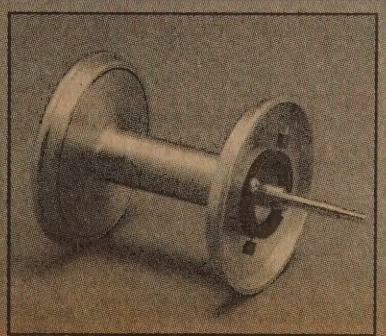
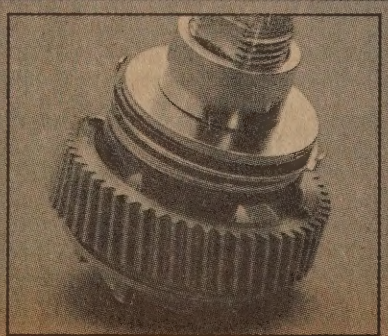
SHIMANO

Tomorrow's Tackle Today







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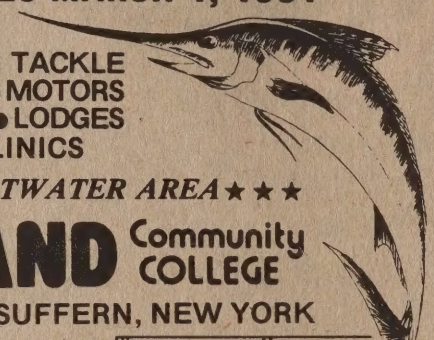
FEBRUARY 25-MARCH 1, 1981



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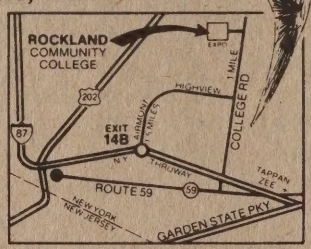

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Safety Course, a Safety Certificate will be issued to the young boater which is required for him or her to operate a power boat alone.

Both courses are offered free to everyone. There is a charge of $20 to cover the cost of the textbook, chart and piloting tools which will be used in the course; there is no charge for the materials pertaining to the Young Boaters course. To reserve a place in the course, make your check or money order payable to U.S.C.G. Auxiliary, Flotilla 11-7. Send your check to N. Melfi, 1778 East 28th St., Brooklyn, New York 11229.

For further information, contact Nick Melfi, Public Education Officer at 212-689-6100 days, or 212-998-6902 evenings.

New Products

NEW DEEP WATER CHART RECORDER BY LOWRANCE

A straight-line sonar graph, which is powerful, compact and designed especially for deep water, leads the 1981 introduction list for Lowrance Electronics, the world's largest maker of sport fishing sonar equipment.

The unit is the LRG-1520, featuring four separate and distinct depth scales, unequaled resolution (the ability to separate fish from the bottom or other objects) and numerous other patented features.

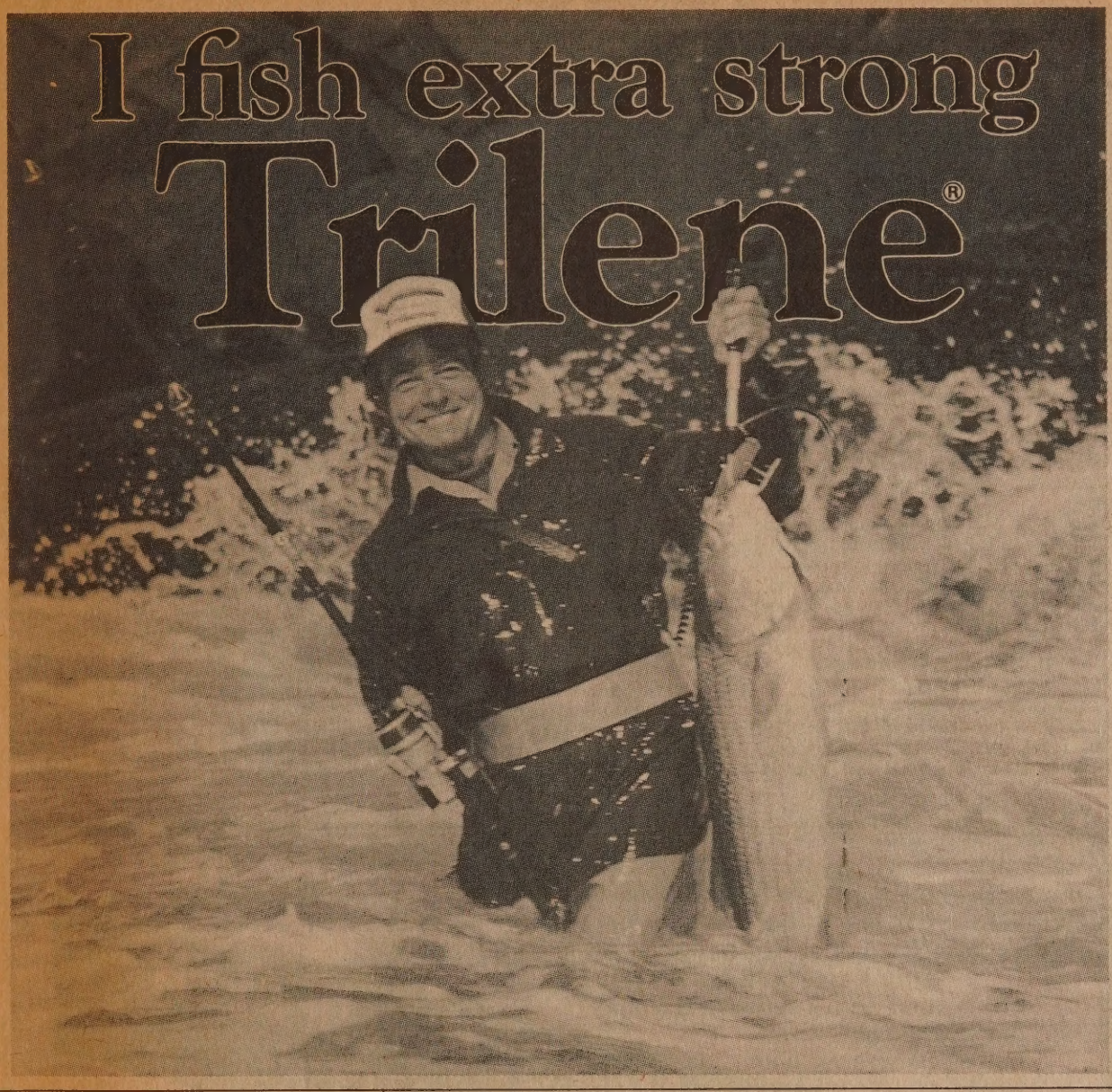
Designed especially for deep-water fishing—from the Great Lakes of the U.S. and Canada to the saltwater oceans of the world—the unit will show lake and ocean bottom, structure, fish and other objects, at depths ranging from 0 to 460 feet.

It is complete with a unique surface clarity control, which eliminates unwanted clutter (plankton, algae and other micro-organisms) near the water's surface, and a super 900 watts of power output.

Coupled with a new narrow-cone transducer, also designed principally for deep-water use, the new unit "will establish Lowrance as a dominant factor in the saltwater and deep freshwater sonar field," according to Darrell Lowrance, president of the firm.

Some of the new unit's features

I fish extra strong Trilene®



" It's hard to believe a line this thin can be so strong."

When you pull big fish out of nasty places like this, you need the confidence of a line that tested stronger in independent laboratory tests. You need extra strong Trilene! The chart below shows just how strong thin diameter, smooth casting Trilene really is. Take a good look at the tensile strength comparison. Trilene actually tests up to 25% stronger!

10 lb. Test Mono	Diameter (in.)	Break Strength (lbs.)	Tensile Strength (PSI)
Trilene XL	.0116	13.1	124,000
Trilene XT	.0127	15.7	123,900
Stren	.0124	12.0	99,400
Ande	.0120	11.2	99,000
Maxima	.0141	15.0	96,100

All lines were tested wet and dry by an independent laboratory to simulate actual fishing conditions. Samples were purchased from retail stores across the country. Tests proved that Trilene's tensile strength was superior. Tensile strength is based on line diameter and break strength. It is a measurement, in pounds per square inch (PSI), of the force required to break a line.

Send $1.00 for Berkley's informative 40 page line book.
Berkley and Company, Spirit Lake, IA 51360

EXTRA STRONG

Berkley®
Spirit Lake, Iowa 51360

include:

Scales of 0-60, 0-120, 0-240, and 220-460 feet, provide the versatility for the deepest of freshwater and saltwater angling, as well as shallow water application.

Lowrance's patented Grayline, which helps define bottom features, and separate fish from the bottom and other underwater objects.

Performs equally well at 65 miles an hour or trolling speed.

Boasts electronic motor speed control, and the unmatched ability (resolution) to separate fish from each other, when only six inches apart, or when near the bottom or other underwater objects.

A chart light is provided for easy nighttime readability.

The new unit is the third in a growing series of proven, time-honored straight-line graph from Lowrance, the folks who pioneered sport fishing sonar more than 23 years ago.

You can see the new unit at your favorite sporting goods or marine dealer. If you'd like more information, contact Lowrance Electronics, Inc., 12000 East Skelly Drive, Tulsa, Oklahoma 74128.

NEW FISH GAFFS FROM RELIABLE GAFF CO.

A new brand of fish gaffs produced especially for the economy-minded fisherman has just been introduced. Featuring the same high quality aluminum and stainless steel being used in the standard line. The new SHARPSHOOTER products will float and are covered under the famous Reliable unlimited warranty. The 17 new models include two Flying Gaffs, six feet long, armed with 5" or 7" hooks and 15 Straight Aluminum Gaffs with a wide range of hook sizes. The Flying Gaffs should retail beginning at about $65. A three foot, 3" hook Straight Gaff should sell for about $12.50 Literature is available.

Company management advises that delivery of new sophisticated automatic machinery coupled with a few design changes allowed creation of the new brand.

NEW DO-IT-YOURSELF PROPELLER REPAIR KIT

Outdoor Products, Inc. has introduced NP280 Propeller Repair, a revolutionary do-it-yourself propeller repair kit specifically designed for the fisherman and boating enthusiast.

NP280 Propeller Repair offers a completely new, easy-to-use method for repairing cracked, even broken, aluminum boat propellers that virtually eliminates the old problem of time-consuming, costly repair or replacement.

According to Outdoor Products president Les Covey, NP280 Propeller Repair guarantees results at one-third the normal cost. Says Covey, "The entire job can be completed in 48 hours, on site, so there's no need to worry about transporting the propeller to the repair shop and waiting the customary two weeks for the job to be finished." He pointed out that NP280 Propeller Repair is insoluble in water and impervious to chemicals, it will not shrink or crack, and doesn't affect propeller balance in any way. "In fact," he added, "once NP280 Propeller Repair has been applied, the propeller is actually as strong or stronger than the material it was bonded to."

The NP280 Propeller Repair Kit, containing both hardening and fixative compounds, comes with complete, easy-to-follow instructions. The procedures are very simple, involving only six basic steps, with no special tools required. To begin the repair, a line should be drawn that defines the damaged area, and this portion of the blade should be thoroughly cleaned. If bent, the blade should be hammered straight. Next, equal amounts of the hardener and base material should be mixed and applied to the damaged area, according to directions. Care should be taken to fill in all holes and cracks. Following application, NP280 Propeller Repair should be allowed to cure, undisturbed, for 24 hours. After curing, the repaired surface can be easily sanded or filed smooth. The blade can then be sprayed with a lacquer primer-surfacer, followed by a coat of spray paint to match the propeller color, for a thoroughly professional job. Upon

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Start lifting more fish and less rod. Fenwick Fenglass™ Pacificstiks™.

Fenwick recently introduced a new 12-rod series called Pacificstiks, offering universal actions in a unique new design. The response to these rods has been tremendous. From the Atlantic to the Pacific to the Gulf Coast, fishermen everywhere are enjoying Pacificstiks. Although originally designed for the West Coast fisherman, the performance and actions of these rods have quickly made them a favorite of all saltwater fishermen.

UP TO 60% LIGHTER

The use of Fenglass — a special Fenwick material — has enabled us to reduce the weight of our saltwater rods. Pacificstiks are as much as 60% lighter than rods from other manufacturers. Your energy goes into lifting fish, not lifting the rod.

UNEQUALLED STRENGTH AND POWER

Fenglass itself is much stronger than traditional fiberglass material. Even with their exceptionally light weight, Fenwick's Pacificstiks are the most powerful rods made today. For sheer brute strength, no other rods can outperform them.

Pictured at left: Five of the twelve Fenglass Pacificstiks . . . both casting and spinning models with a power and an action for every saltwater fisherman's needs.

SPECIAL SALTWATER ACTIONS

At Fenwick, we're aware of the special versatility needed by top saltwater fishermen. That's why we've included 8 different casting and 4 different spinning models in the series. Each Pacificstik features rich brown hand-wraps, Fenwick Hand Hugger™ grips, and carballoy tip top.

Whether you're fly-lining pinhead anchovies to bass or halibut, or hooking up super-sized tuna, yellowtail, tarpon or bluefish, Fenwick has the right rod for you.

See them now at your tackle dealer.

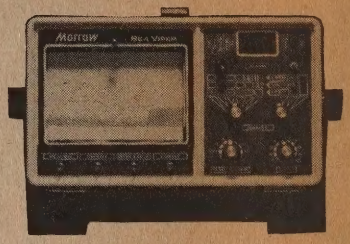
fenwick
Part of Woodstream's World

PACIFICSTIK

A SIGN OF A GOOD FISHERMAN

completion of these simple steps, the propeller is again ready for use.

NP280 Propeller Repair is priced at only $19.95 for the complete kit. For additional information, direct inquiries to: Les Covey, President, Outdoor Products, Inc., 316 Pine St., Hartsville, SC 29550; (803) 332-4216.



MORROW 4'' RECORDERS PACK HEAVY DUTY FEATURES

Two models of a new, 4'' chart recorder have been added to Morrow Electronics' Sea Viper Line. The instruments are equipped with such sophisticated features as thermal printing head, noise suppression circuitry, and adjustable white line. The SV-101 shallow water model has six depth ranges to a maximum of 512 ft. Its deep water cousin, the SV-201A, also has six depth ranges, and can record features as deep as 128 fathoms (768 ft.).

The SV-201A model additionally features bottom lock; depth readings in feet, meters, and fathoms; and a fish/bottom/drift alarm system. Both models incorporate variable chart speed controls for economy of operation. Large, easy-to-read LED digitals give accurate depth readings even when the chart control is off.

Instead of producing charts by the conventional method of stylus burning, the new Sea Vipers use a thermal print head and heat-sensitive paper. The result is a chart with superior clarity, and the elimination of mechanism-fouling carbon dust and the pungent, burnt odor associated with the older method.

Bottom lock is a sophisticated feature built into the SV-201A that fixes the location of fish even when the boat is pitching and rolling in heavy seas. It causes the recorder to produce a chart where the bottom appears as a flat line across the lower portion of the paper. Underwater objects—such as fish—are shown by markings in positions corresponding to their relative distances from the bottom.

In order to produce charts that are as free from misleading ''noise'' as possible, special noise suppression circuits have been developed for the Sea Viper. Signals caused by backscatter, surface debris, bubbles, and random noises are screened out before their echoes can appear on the chart.

The SV-101 uses a 200 KHz high-speed Lexan transducer. The SV-201A employs a wide beam, 50 KHz bronze transducer that operates

through the hull.

The micro-circuitry and miniaturized engineering that give the Sea Vipers their impressive capabilities are packaged in a compact cabinet measuring only 7x12.5x5.25 inches. The two-piece yoke mount, and the one power/one transducer cable system, make fast hook-up and removal of the units an easy matter. By detaching the unit and taking it ashore, the risk of theft is reduced.

Additional information regarding the Sea Viper and a full line of other Morrow products can be obtained from the Morrow Electronics Marketing Department, P.O. Box 7078, Salem, OR 97303.

ORVIS INTRODUCES CLOTHING FOR SPORTING USE

A shorter version of the Orvis Gore-Tex Rain jacket, designed to be worn with waders is introduced by Orvis. Gore-Tex exceeds all U. S. Army tests for waterproof fabric, yet transpires enough moisture to keep the wearer dry and comfortable even during heavy work. Storm flap covers the zipper. Drawstring hood rolls into a collar secured by velcro tabs. Tube pockets fasten with velcro to prevent water entry from any angle. Elastic cuffs. When worn with a good pair of waders, the Gore-Tex Rain jacket will provide complete weather protection. Color: Tan. Sizes: S/36-38; M/40-42; L/44-46; XL/48-50. Price: $99.50.

Also, Short Sleeve Fishing Shirt—hot-weather companion to the regular Orvis Fishing shirt. Four roomy flapped pockets in front, a sunglass pocket in the sleeve and a 12"x11" cargo pocket in back. Long square tails; 100% cotton chambray. Colors: tan and blue. Sizes: XS/32-34; S/36-38, M/40-42; L/44-46; and XL/48-50. Price: $27.50.

For more information, write The Orvis Company, Inc., Manchester, Vermont 05254; (802) 362-3622.

NEW SIMRAD LORAN C NAVIGATOR

A highly sophisticated new microcomputer controlled Loran C from Simrad takes the time and work out of blue water navigation.

Simrad/Taiyo Model TL-856 provides the latest state-of-the-art features for accurate and economical navigation. Up to ten different waypoints can be programmed, and course and distance can be called up between present position and any of the waypoints. Present location can be displayed as Loran C coordinates or Lat/Long. Ground speed, time to destination and cross track error also are instantly available at any time. Acquisition and tracking of master and all secondaries in a selected chain is fully automatic. High performance is maintained in severe interference areas by use of four tunable and two internally pre-set notch filters. Various alarm indicators and self-test functions to check the micro-processor and displays also are built-in.

Model TL-856 utilizes 12, 24, or 32VDC. Height is 6-9/64", width 12-5/8", and depth is 12-5/8 inches. It is designed and manufaotured to meet or exceed the U.S. Coast Guard endorsed RTCM Minimum Performance Standard (MPS).

For additional information see your Simrad dealer or contact Simrad, Inc., One Labriola Court, Armonk, NY 10504.

LOWRANCE UNVEILS NEW HIGH POWER SONAR GRAPH

It has all the quality that fishermen the world over have come to expec' with the Lowrance name.

Yet, it's economical. This you also expect from the firm which pioneered the use of sonar in sport fishing more than twenty-three years ago.

The product is the new LRG-1500, a straight-line recorder graph which does it all. Some of its features include:

*Four depth scales, including 0-60 feet in both low (200 watts) and high (900 watts) power. The low setting gives you exactly the recording desired in extremely shallow water. Other scales are 0-120 feet and 0-360 feet, both with high power.

*Its top power of a whopping 900 watts output is the highest for any similar instrument in the industry. Super for maximum sensitivity, and excellent for high-speed operation.

*Perfect recordings and fish finding

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abilities at speeds from trolling to more than 65 miles per hour.

*A patented Grayline feature, which helps define bottom and separate fish from the bottom and other structure and objects.

*Unequaled resolution, the ability to show you individual fish only six inches apart, or at similar distances from the bottom, ledges or other underwater objects.

*A variable-speed paper drive provides recordings which are easy to read, distortion-free, and even show thermoclines on a permanent paper record.

*A chart light is provided for easy nighttime readability.

The list for the new unit goes on and on. You can see them all for yourself at your nearest sporting goods or marine dealer. If you'd like additional information, contact: Lowrance Electronics, Inc., 12000 E. Skelly Drive, Tulsa, OK 74128.

NEW DIGITAL ADF FOR VHF

Simrad introduces a new generation of VHF Automatic Digital Direction Finders. Computer controlled, these instruments utilize a unique microprocessor in place of motors or moving parts. Even when signal conditions are erratic, the Simrad/Taiyo Models TD-L1510 and TD-L1520 lock on a radio bearing and hold it steady.

Both provide a direct bearing reading as well as a digital readout. Direct bearings are indicated by thirty-six LEDs in ten degree steps. Digital readouts are in one degree increments. The digital display shows the bearing, the channel selected, and gives a reading of the signal strength on a level meter as a measure of distance.

Channels on the TD-L1510 include VHF, U.S. weather, and international fishing frequencies. The TD-L1520 adds 121.5 MHz and the ability to scan eight channels. Both operate with Simrad/Taiyo's uniquely designed Adcock antenna for extremely accurate definition and sensitive performance. The units are a compact 5-5/16" high, 12" wide and 11" deep.

For more information, see your Simrad dealer or contact Simrad, Inc., One Labriola Court, Armonk, New York 10504.

NEW SEE-THROUGH PLASTIC STAND-OFF

Aqua-Clear Tackle introduces its patented Stand-Off component for fishermen who tie their own custom

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GREAT NEW NATURAL FINISHES!

SUPER ROOSTER TAIL®

Super Rooster Tail is now available in realistic, fish appealing natural finishes. These new natural finishes offer an exciting dimension to spinner bait fishing. Tie on a golden hopper, bumblebee, crawdad, golden shiner, blue shad or silver shad today and start catching more fish naturally with Super Rooster Tail. Ask your dealer for them.

For Catalog Send 25¢ To Dept. 1-H-1
YAKIMA BAIT COMPANY
P.O. BOX 310 GRANGER, WA 98932

rigs. The components are available in two sizes for both fresh and salt water use. They are quality injection molded from clear material.

Both single and multiple hook rigs, with LONG LEADERS, can be tied from a single piece of leader material. The finished rigs feature maximum invisibility in water with minimum tangles.

The components are sold four to a packet with complete instructions, or complete rigs may be purchased.

The rigs and components are available through mail order by writing to: AQUA-CLEAR TACKLE, 314 Cherry Rd., Atco, N.J. 08004, or through selected retail shops.

INNOVATIVE FEATURES IN NEW TRACK PLOTTER FROM MORROW

New performance capabilities and technical innovations mark the arrival of a new track plotter from Morrow Electronics of Salem, Oregon.

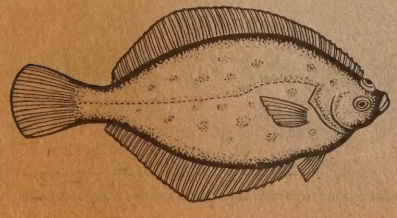
The XYP-4000 features a "smart" stylus that prints latitude/longitude coordinates; automatic self-scaling capability; and independently calibrated horizontal/vertical distance scales. The latter capability makes the plotter one of the first—if not the only—plotter to be able to produce an accurate track on a photocopied chart. The characteristic distortion that normally occurs along one axis of the paper during the photocopying process has made its use inadvisable until now.

By pressing a "print" switch, an operator can cause the plotter's Smart Stylus to actually print the latitude/longitude coordinates of the vessel's current position on the chart. The stylus also prints the East/West longitudes and North/South latitude markings at the borders of the chart in response to operator-supplied data. Touch pad controls permit direct data entry.

The new Morrow plotter is also equipped with an Event Marker that draws an arrow on the chart at the vessel's current position, and front-panel, digital LED's furnish continuous readings of current LOP's or latitude/longitude coordinates.

The XYP-4000 can be driven by any one of three Morrow Loran units: the LLC-4000, the LDA-4000, or the LCA-3450. The unit measures a compact 7.25" x 15.5" x 13.5", and operates on 6.5-50 volts d.c. with negative ground.

Additional information regarding the new XYP-4000, of the full line of other Morrow products, can be obtained from the Morrow Electronics Marketing Department, P.O. Box 7078, Salem, Oregon 97303.



Groverbuilt 26′ Only 240 gals. from L.I. to Fla. with LEHMAN POWER

Al Grover of Freeport, Long Island builds rugged, seaworthy skiffs and equips them with LehmanPower diesels. His Groverbuilt 26′ is as salty-looking as it is practical. So practical in fact, that they're used by the U.S. Park Service for patrol duty. In 1,000 hours of operation the only maintenance generally required is oil changes and valve adjustments.

On an 8-day, 1,600 mile run from Freeport to Pompano Beach on intracoastal and open seas, its 4-cylinder Lehman Diesel used less than two gallons per hour! But, *that's normal.* The trouble-free reliability of Lehman *Econ-O-Power*® has been setting marine power standards since 1932. So, when you build or repower big cruisers, auxiliary sailboats or tough little skiffs like Al Grover's, specify LehmanPower.

Write for new catalog with specifications on engines and accessories.

Figurelli Keeps Up Pressure

by Al Ristori

Lou Figurelli, President of the Natural Resources Protective Association of Staten Island, has not relaxed a bit in his efforts to protect fishing opportunities around Staten Island since winning the battle to keep bunker seiners out of the shallow waters of Raritan Bay. In 1979, he went after the State of New Jersey when the plan to dredge Romer Shoal was announced. That project (for fill required by the New Jersey Turnpike Authority in the construction of Exit 13A) was modified in order to save the fish-productive shoal, and completed in June of last year. A total of 1.85 million cubic yards of sand was dredged from the East Bank of Ambrose Channel in that operation. Now Figurelli is gearing up to stop any possible future threat to the prime fishing areas in New York Harbor.

Armed with the very significant restrictions imposed by the U.S. Coastal Zone Management Program of 1972 and the complementary New Jersey Coastal Resources Development Policies, Figurelli has been trying to pin down David Kinsey, Director of the New Jersey Department of Environmental Protection, Division of Coastal Resources, to a firm commitment against future sand dredging on Romer Shoal or East Bank (Tin Can Grounds). While Kinsey has indicated that such dredging is unlikely to be approved by the many agencies now involved, Figurelli is continuing to pressure Governor Brendan Byrne for more concrete assurances.

Another Figurelli project involves a request to the New York State Department of Environmental Conservation that crab dragging be prohibited within a half mile of the Staten Island shore line. This dragging is very effective in catching crabs which are bedded down in the mud during the winter, but it also destroys both the resource and the bottom. Furthermore, such dragging is quite wasteful, as many crabs are crushed in the process.

Over the years, Lou Figurelli has dug deep into his pocket in order to fight the sportsmen's battles in the New York Harbor area. Last spring he was honored as Conservationist of the Year by the Rod and Gun Editors of Metropolitan New York. However, the efforts he's mounted don't run on honors. You can do your part by signing up as a life member of the Natural Resources Protective Association for just $5. Send your check to NRPA of Staten Island, P.O. Box 306, Staten Island, NY 10308.

North Carolina Anglers Trying to Unite

As I've noted many times in this column, strong state marine sport fishing organizations are essential if anglers expect to be fairly represented in state government. In states such as Florida and Virginia, this is now a reality. Now it appears that North Carolina may be going in the same direction. The Raleigh Salt Water Sportfishing Club has been pushing for such an association, and they've set March 21 as the day for a conference to set up a Federation of North Carolina Sport Fishermen. We'll be looking forward to the results of this conference, as it could have a beneficial effect on the Outer Bank fisheries that attract so many Metropolitan area anglers each year.

Foreign Incidental Catch Can Be Costly

Since the 200-Mile Limit went into effect, foreign fleets have been restricted to catching species surplus to U.S. needs. However, their incidental catch of non-target species has proven to be very costly in some cases. In developing the Bering Sea/Aleutian Islands Groundfish Fishery Management Plan, the North Pacific Fishery Management Council calculated the economic loss involved as the result of this incidental foreign catch. Figuring the average value of halibut at $2 per pound, salmon at $1, tanner crab at $.30 and king crab at $.80 (I'd love to have about a ton at that price!), the economic loss was set

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at $11,629,500 in the Gulf of Alaska and $17,510,000 in the Bering Sea/ Aleutian Islands area. The North Pacific Council notes that these estimates are conservative because they do not include value from processing or marketing, nor do they account for the potential growth of the fish after capture in the groundfish fishery.

While the North Pacific Council concedes that the productivity of prohibited species has not been reduced by these incidental catches (with the possible exception of halibut in the Bering Sea), those catches have reduced the potential yield available to domestic fishermen and created a substantial economic loss. The basic question is one of allocation, and how much loss of these important species can be justified by the relatively insignificant fees paid by the foreign fleets to fish in our waters. This problem isn't quite as severe on the East Coast, but very significant numbers of porgies, sea bass, fluke, and other important bottom fish are killed in foreign trawls each year—not to mention the billfish, sharks and other oceanic species lost to Japanese longliners. It's essential that the Councils and NMFS calculate this economic loss before issuing permits to fish in certain areas with particular gear. If the foreign fleets can't conduct very "clean" fisheries (even if they may be somewhat inefficient), then they shouldn't be allowed to fish in our waters.

Slot Size Limit in Texas

An interesting new approach to fisheries management is being tried by the Texas Parks and Wildlife Commission on Lake Calaveras near San Antonio, Texas. Area fishermen are used to minimum size limits on striped bass and many freshwater species, and are probably aware of the maximum size limits imposed on striped bass during the spawning season in Maryland. However, the Texas experiment involves an "in-between" slot size restriction to preserve a portion of the largemouth bass population that's been depleted. Since November 1, fishermen on Lake Calaveras have been required to return any bass between fourteen and eighteen inches, but can keep any larger or smaller. Even the ten inch minimum applicable to other state waters has been removed.

The reason for this move was a decline in bass populations within the fourteen to eighteen inch category (as proven by surveys) due to over-harvesting that began in 1978. At that time, an 11½ lb. bass was caught, fueling speculation that a new state record largemouth would be taken from Calaveras. A thirteen pounder was caught there last January, but the state record fell to a 14 lb. 1½ oz. bass taken from Lake Monticello in East Texas. It will be interesting to see if this move will restore a balanced bass population in Calaveras.

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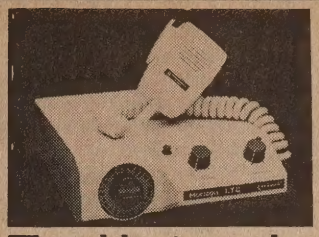

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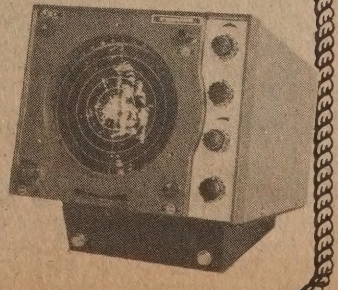

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FISH TALK

NETS

by William A. Muller

NETS? In 1980 we received several letters asking about nets. One of these letters from Joe Higgins seems to summarize the questions of most letters. "In the all-out war with the commercial fishing interests (perhaps we should call it the constant battle), it goes without saying that the more sport fishermen know about the subject, the easier it is to deal with. Therefore, I submit this subject for consideration. It has to do with commercial nets and their functions. I constantly read the names of nets such as gill nets, haul seine, trawl, purse seine, pound nets, and long-lines. What's the difference between one and the other? I've been fishing for over thirty years, mostly in the New York Bight on party boats. There are no nets in this area as far as I know. When I've fished in Great South Bay, I didn't observe any nets. Maybe there are a lot of readers in my category; that is, they may have seen nets in use, but couldn't recognize them for what they were. Why not devote a column to this topic and inform us."

COULD BE?! You may be correct that understanding commercial fishing will be helpful in identifying commercial fishing activity. Certainly a boat that is "standing by" a gill net while it collects fish looks very much like any other boat. Then, too, many nets are not very visible above the water. Thus, your point is well taken and we should do our best to inform on this topic. You refer to the "all out war with commercial fishing interests." That terminology bothers me because no one has declared war on anyone and there has fortunately been none of the qualities of warfare that involves violence. It is a cold war in that commercial and sport fishermen differ philosophically on several areas. It is also a confusing cold war because some of those who call themselves sport fishermen are actually commercial fishermen because they sell their catch. These individuals owe their allegiance to two masters: commercial and sport fishing interests. Actually, it is incorrect to say that because these commercial hook and line fishermen only think they must listen to two masters. In reality, the only thing they have in common with commercial fishermen is that they sell the fish that they catch. Now that is a big similarity and important enough to securely identify them as commercial fishermen; yet the motivations for them to fish and the techniques used are not common to commercial fishermen. It requires far more fish in an area for a commercial hook and line fisherman to produce a saleable catch than it does for a netter to make a good catch. The true commercial fisherman is dedicated to catching fish for the purpose of selling to make a living for his family. The original motivation of the hook and line commercial is to have fun. The sale of the fish, in most cases, is an aside: an added benefit. Now, if the hook and line commercial sides with commercial fishermen and as a result laws and regulations do not come into existence that will preserve and conserve species of fish and their habitats, then it will be he and the true sportsman who will suffer first. That is, long before there are too few fish to make netting impractical, sport fishing will be impractical. We believe that hook and line commercials need to think about that.

MANY OFFERS! Over the years, we have made many overtures to commercial fishermen in the hope that we had the same interests and that we could work together for a better fishing future. We have sadly learned that such a future vision of cooperative efforts is not realistic because the commercial fishermen are not interested either in change or compromise. Thus, recreational fishermen are forced to fight for what they believe to be necessary to conserve marine ecosystems for future generations.

NOW NETS! Forgive the digression from the topic, but I believed that the background clarification was needed. Gill nets are nets that are suspended in the water column (usually relatively shallow water) and catch fish, as the name implies, by impaling the fish at the gills. Typically, gill nets are suspended from floats at the surface. These floats may not always be visible. The ends of the net should be marked by buoy and flag and again, sadly, are not always. The bottom of the nets may be anchored, but not always. It may be necessary to anchor the net when there are strong currents. The fish swim along with the tide and are confronted with a net mesh. The sizes of the mesh vary according to the size of the fish the commercial fisherman expects to encounter. The fish swims into the net and feels the resistance. The fish thrusts forward and drives his or her head into the mesh opening. Since the thickness of the body behind the gills is greater than that of the gills, the fish cannot continue forward. Therefore, it tries to back up, but the mesh filaments catch under the gill covers. Now the fish cannot go backwards and it cannot go forward. It is effectively trapped. Fish usually die after awhile on gill nets and for that reason gill nets need to be tended. When they are not watched and lifted regularly, the dead fish begin to decay, and are attacked by scavengers and predators. Untended nets also go adrift in currents and storms. Once they are lost, they are very hard to find and they become severe navigation hazards for boats. It was primarily for navigation reasons that laws were passed in this state to limit and prohibit the use of gill nets in certain areas. Expanding populations in eastern Nassau and in Suffolk County now requires that those limitations be extended throughout the Island.

HAUL SEINE. A haul seine is a different type of net in that it does not passively catch fish. Instead, the net must be actively used by the crew. The crew consists of a small group of people, most of whom stay on the beach. One or two will launch a small boat—called a dory—and drag one end of the net out off the beach. The crew attempts to take the net to the offshore bar or beyond (a little bit) if possible. The dory then heads parallel to the beach until all the net has been taken into the water. The dory then begins to take their end of the net back towards the shore. When both ends are on the beach, the crew, usually with the help of a beach vehicle and a winch, pulls the net into shore. The fish in that area that were between the beach and the offshore bar are now caught within the confines of the net pocket which is being pulled to shore. Most of the fish will be in this pocket and thus virtually all of the net will be pulled in before the harvest is taken. In our area, haul seines usually target on the big three game fish of bass, blues, and weaks, although other species are often encountered. Haul seine crews are most active in the fall when they can travel the beach looking for signs of feeding game fish. However, there is also considerable activity in the spring when fish are migrating north

and there can be periodic activity in the summer when the crews work over "resident" fish.

TRAWL. Draggers use an otter trawl. This is a net that is designed to operate behind a moving boat at or near the bottom. A net is suspended behind the boat on cables and at the edges of the nets are boards. These boards are positioned so that they act as diving planes. When the boat is under way, the force of the water against the boards drives them down and thus the net goes down too. The adjustment of the boards, the speed of the boat, and the amount of cable all relative to the depth of the water, will determine how deep the net will work. Obviously, these nets are best suited for somewhat deeper water and for species that are slower swimmers such as cod, haddock, porgies, flounder, fluke, sea bass etc. However, weaks are sometimes taken in very good numbers when they are migrating either inshore or offshore in very dense clusters. Recent electronic technology has made it possible to take faster swimming fish as well, but that technology is not in widespread use among domestic fishermen as yet. Even without this technology, faster swimmers are not uncommonly captured by draggers. Draggers usually operate in specific areas where they have good reason to believe that target species may occur. Therefore, the species that will dominate a catch is usually predictable. In recent years, domestic draggers have stirred up considerable controversy by dragging very close to the beach, thus reducing inshore stocks and negatively affecting the quality of recreational fishing. The design of the 200-mile limit law was supposed to help prevent this by giving the offshore areas to our commercial fishermen. However, the development of very large domestic vessels and the soaring prices for gasoline and diesel fuel have conspired to encourage smaller vessels to work close to shore. This is a problem that will need attention in the near future.

POUND NETS. Pound nets or trap nets are fixed nets along the inshore shallow beach zone. The length of the trap varies depending on location, resources, and topography. These nets are suspended from poles. The best pole material is hickory, but that has become increasingly expensive and more difficult to secure. The poles are driven into the sediment and are arranged so that the entire device encourages fish to move in a manipulated fashion so that they ultimately end up in a catch pocket where they can be harvested. Typically, the net first goes straight out. Thus, as the fish move along the beach with the tide they encounter an obstacle and they attempt to go around it. They do so by following the lead of the net out to deeper water. The end of the trap is a more complex structure that leads the fish inside into a pocket or basket. The trap fisherman harvests the fish from the basket. This type of net need not be continuously watched, but should be checked every day. The netting is lifted during periods when fish migrations are minimal to avoid rotting and algae collection.

LONG LINES. Longlines are not nets at all. Longlining is a commercial practice of harvesting fish by hook and line. "Long lines" (hence the name) of hooks are baited and suspended in the water column or allowed to rest on or near the bottom. We read most about longlines as it applies to catching large pelagic fish such as swordfish and tuna, and we read about set-lines for codfish locally and tilefish, too. The idea is that the baited hooks will attract fish. The fish swallow the bait and hook themselves. The fisherman returns after a certain period of time and collects the fish. The practice, as far as we can determine, goes back to the Portuguese cod fishermen who worked from dories in the North Atlantic. They would bait a line of hundreds of hooks and then collect the cod after several hours. Longlines have caused considerable controversy because foreign fishing fleets (most notably the Japanese) use them to catch large pelagic fish which domestic fishermen argue are in danger of over-harvest. The management councils have been attempting (some would disagree with the unity of interest and speed of progress) to improve on the management of pelagic species by reaching agreement with longline fishermen.

HOPE THAT HELPS! We hope that this information is a suitable beginning and that you may be better able to understand how commercial and recreational fishermen differ in both philosophy and interest. Let us know if you want more information and of what type.

INCIDENTALLY. We just received the New York 1980 fish landings from the Cooperative Extension (Sea Grant). The figures are for the period through August, 1980. They show that the landings for 1980 were 18,896,704 lbs. for finfish. This poundage had a dollar value of $8,105,200. For the same period in 1979, there were 16,868,138 lbs. landed with a dollar value of $6,820,881. Now that's interesting, because if you read commercial fishing propaganda for 1980, you will encounter a recurring theme. That is, "fishing is bad and I'm not making any money." Well, boys, the numbers don't support you. The poundage was up over two million pounds and the dollar value up by about $1.5. We know that recreational fishing was down in 1980 and maybe the two million pounds of additional fish taken by commercial fishermen over the previous year in New York had something to do with that. What do you think????

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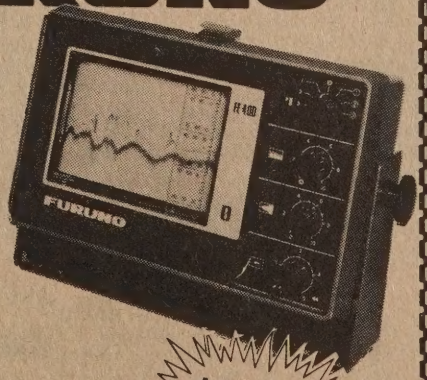

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FISHERMAN TIPS

BY FRED GUARDINEER

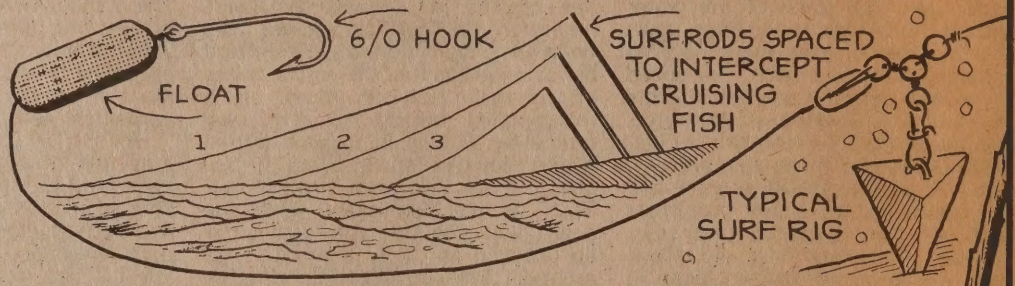
DIAMOND JIGS HAVE BEEN CATCHING ALL TYPES OF OFFSHORE FISH WHICH ON OCCASION MAY PREFER A TUBL LURE, USUALLY RED OR WHITE. YOU CAN INCREASE YOUR CHANCES BY TYING A TUBE LURE JUST ABOVE THE JIG.

DROPPER LOOP

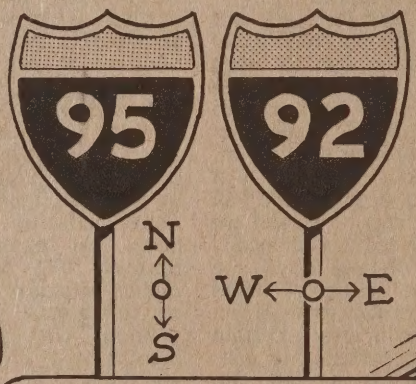
TUBE LURE

DIAMOND JIG

CODFISH OFTEN COME INSHORE AT NIGHT DURING FEBRUARY AND MARCH AND ARE IN REACH OF THE SURFCASTER'S ROD. A 6/0 HOOK IS LIFTED OFF BOTTOM WITH A CORK FLOAT TO KEEP AWAY FROM SKATES. TWO OR THREE RODS ARE USED TO SPACE THE BAIT OUTWARD FROM SHORE. BAIT IS FROZEN SKIMMER CLAMS OR SUPERMARKET SQUID.



ON A LONG AUTO TRIP YOU CAN KEEP ORIENTED TO THE POINTS OF THE COMPASS IF YOU REMEMBER THAT *EVEN NUMBERED* FEDERAL HIGHWAYS RUN *EAST AND WEST. ODD NUMBERED* HIGHWAYS RUN *NORTH AND SOUTH.*



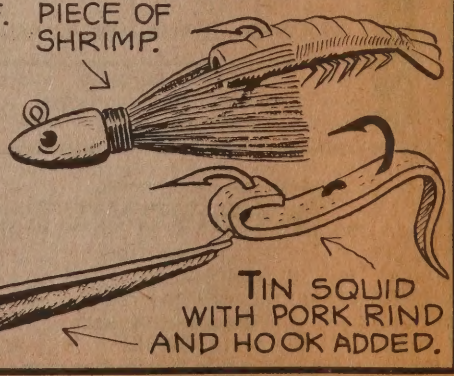
GOLDEN ROD GRUBS MAKE GOOD WINTER PANFISH BAIT. LOOK FOR *LARGE BULBOUS SWELLINGS (GALLS)* IN THE STEMS AND GATHER A SUPPLY WHICH WILL KEEP INDEFINITELY UNTIL NEEDED. EACH GALL CONTAINS A TENDER JUICY GRUB.

YOU WILL HOOK MORE FISH WITH BAIT IF YOU REEL IN ALL LOOSE LINE BEFORE SETTING THE HOOK. WHEN FISH TAKE A BAIT THEY OFTEN MOVE TOWARD YOU OR SIDEWAYS WHICH BELLIES THE LINE. TAKE IN SLACK TILL YOU FEEL RESISTANCE. *THEN STRIKE.*

BASS RUNNING WITH BAIT.

WHEN FISHING JIGS IT OFTEN PAYS TO *"SWEETEN"* THEM WITH A PIECE OF FISH OR SQUID. WHEN TROLLING OR CASTING JIGS OR METAL SQUIDS, HANG ON A PORK RIND WITH AN EXTRA HOOK.

JIG "SWEETENED" WITH PIECE OF SHRIMP.



TIN SQUID WITH PORK RIND AND HOOK ADDED.

SURF FISHING

REELS: Winter & Summer

by John Fritz

Anyone engaged in the sport of fishing is aware that during the course of battling a hard-fighting game fish, many things can occur to prevent the struggle from arriving at a triumphant finish. The type fishing which is most demanding on both angler and equipment is surf fishing. Aside from the classic one-on-one confrontation fought as close to the fish's domain as possible, the routine pursuit of this sport places undue strain on much of the equipment used by the surf caster. Many of the items which become defective are of minor importance, to be tolerated or easily replaced or repaired on the spot. Leaking waders, frayed line, bent hooks and similar lesser problems are of no real consequence; but break a rod tip or have the reel malfunction and the fishing will cease immediately.

Damage to the fishing rod is simply a matter of using caution when closing car doors or climbing over slippery rocks, but to ensure that a reel will operate flawlessly requires a bit more care. This care can be summed up in one word: maintenance, which is divided into two categories—the thorough winter overhaul and the periodic preventive service given during the course of the fishing season.

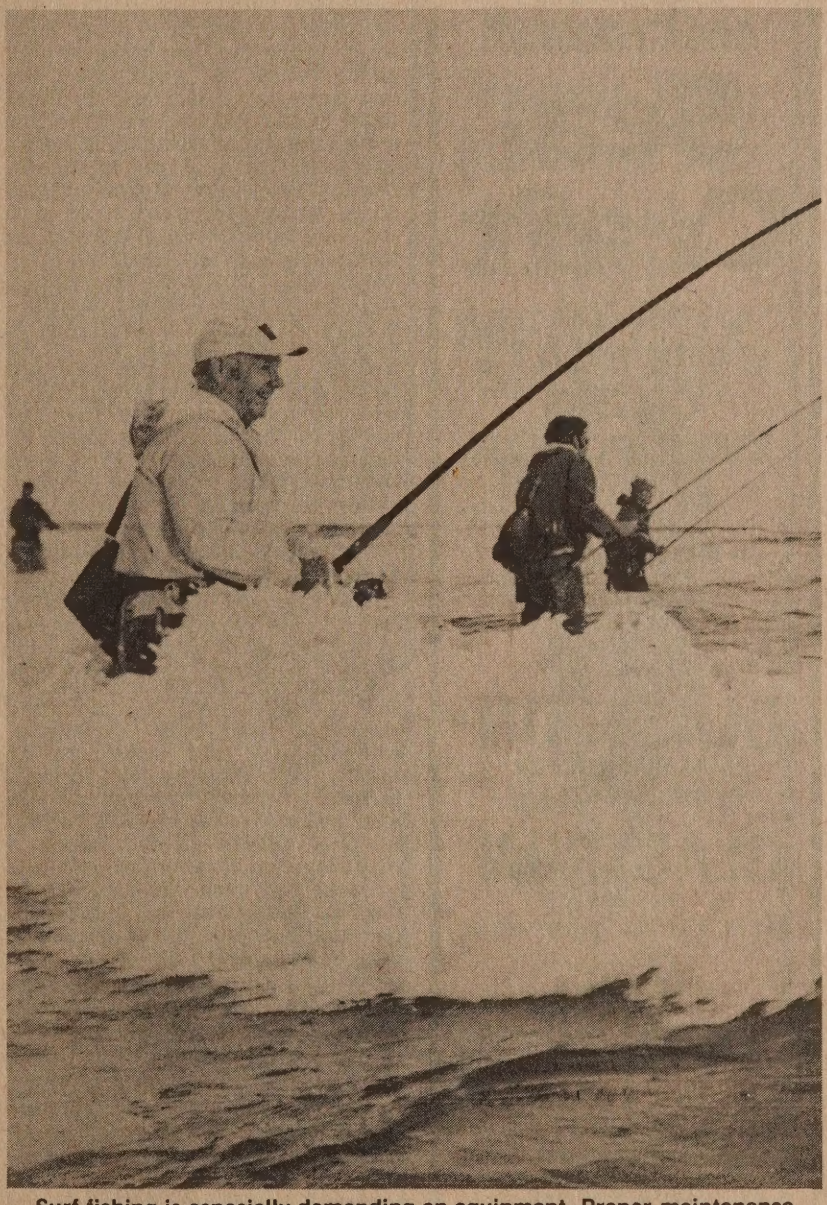
Since this is the winter season, the time when the majority of anglers will overhaul their gear in preparation for the upcoming year, we will deal with the complete strip-down of the reel first. Before we begin, let me mention a few thoughts on conventional reels as this article will have to do with the care of spinning reels, which are by far the most popular among surf casters today.

Because my conventional reels are rarely used in the surf, they are not given the extensive care bestowed on reels subjected to repeated submergings in saltwater or the build-up of sand particles either blown or washed into the reel's interior.

By removing the ring of small screws found on each side plate the inner workings of the conventional reel are exposed. The side plate to which the handle is attached contains the major portion of the reel's mechanism. These gears and springs should only be dismantled if the person feels sure that he can replace all the parts in exactly the same manner. All too often this task is beyond a person's ability and they wind up at the local tackle store with a brown paper bag filled with loose parts and a sheepish grin on their face. Unless there is a serious problem with these gears, it is best to leave this portion intact and clean it out the best way possible, using an old toothbrush, pipe cleaner or rags. After doing the best job possible, turn the side plate over and remove the handle and drag nut by backing off on the locking nut which holds the handle in place. On many of the Penn reels, there is a small screw which must be removed before the locking nut can be turned.

After the side plates, supports and

(Continued on next page.)



Surf fishing is especially demanding on equipment. Proper maintenance will ensure trouble-free service on the beach. Dick Mermon photo.

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spool have been separated, wipe all parts free of grime and crusted grease. Polish the chrome surfaces to remove all corrosion with any good quality cleaner. Now add a liberal coating of grease to the gears and springs, spray all metal with a lubricant such as WD-40 and re-assemble the reel. After wiping the exterior surfaces with an oily rag, the reel is set for storage until spring.

When tackling a job that requires the removal of many small parts, it is best to spread a large white cloth or at least a sheet of newspaper over the work area. With this precaution it is less likely to misplace one of those insignificant but, oh so important, parts. A set of small open end wrenches, screwdrivers, brushes (both bristle and wire), and several clean rags should be collected before operations begin. A can of WD-40, fine machine oil and an ample supply of reel grease should also be on hand for there is little sense in cleaning the reel parts if a protective coating is not re-applied. If any parts are found to be pitted from the effects of corrosion, a piece of fine emery cloth will be needed to clean the surface. If the damage is superficial less harm will be done if the area is buffed with a wire brush. I've found that the cylindrical brass brushes used for cleaning the bores of firearms causes minimal damage to finished surfaces. When purchased in various diameters, they can be used to ream out hollow openings such as found in the side plate and shaft enclosures.

There are several methods which can be used to remove old grease from individual parts once they have been stripped down. A simple wiping with a rag will often be sufficient and less troublesome if an adequate supply of clean rags is available. Newspaper or paper towels can be used to remove the heaviest accumulations, but make sure not to leave torn pieces of paper inside a bearing or gear where it can cause a malfunction at some future date.

Parts can also be cleaned by holding them under hot tap water, being careful not to lose any down the drain. If a cleaning solvent is to be used, gasoline is the least desirable. In the first place, it is extremely flammable and should be used outside the house where ventilation is unlimited. Secondly, it will leave a film on the cleansed part which will be detrimental in an intricate machine, but of minor consequence when applied to mass-produced spinning reels. If a solvent is to be used, kerosene is probably the easiest to obtain and although it is combustible and must be used with adequate ventilation, it is not nearly as dangerous as gasoline.

Most spinning reels, unlike their conventional cousins, can be readily disassembled to allow for proper cleaning and scrutiny of worn parts. This is fortunate for on numerous occasions a surf caster's reel will be completely immersed in saltwater and more frequently showered by a sand-filled surf. Because of the many varieties of spinning reels, it is difficult to take each reel step by step through the entire breakdown. Therefore, I will generalize using the most popular reels in our region as a guide. Actually the breakdown is fairly simple; the task of re-assembly requires a bit more expertise, so it is a good idea to keep the parts in order and where possible, re-assembly of separate units should be made immediately after cleaning. It is also advisable to keep the parts list handy should one become unsure of the correct order in which the pieces must be replaced.

Remove the large drag nut located on the face of the spool by turning in a counter-clockwise manner. Clean the recess found on the underside of this nut, lubricate and place aside. The spool can now be slid from the shaft checking to see if the washer on the bottom of the spool remains in place. Take off the bottom washer, which should be made of Teflon, by gently prying loose with your nail or thin screwdriver, wipe clean and place aside without coating with oil or grease. Remove the washers on the top or face of the spool by depressing one end of the wire stop towards the center hole until it springs clear. The brass and Teflon washers can now be pried loose, and cleaned of stray grease and salt with a dry cloth. After the recess and center hole has been cleaned and buffed with a wire brush, return to the original position. It is important that the center hole is free of corrosion and that the Teflon washers are replaced without a coating of oil. Strip the line from the spool and clean all exterior surfaces as needed or if one is lazy like me, just remove the working end of the line and cut it away.

Next, remove the handle by unscrewing it from the shaft which protrudes through the side plate of the reel. This is easier to perform at this stage before the reel is further broken down, for one can hold the cup stationary with one hand while backing off the handle. If each item is cleaned as it is removed, it can be put aside and assembled later without delay. Remove the plastic knob from the handle, buff the bolt, lubricate, and replace. Clean and oil the entire handle as needed, paying particular attention to any threaded joints.

The screws holding the side plate can now be removed to reveal a mass of grease covered gears. Strip away as much grease as possible and remove any nut or screw which might prevent the main gear and shaft from being dislodged from the side plate. Occasionally, this shaft will become frozen in the hollow of the plate which will require a light tapping to disengage. Use a block of wood when striking any exposed threads and be careful not to crack the plate. It is best to cup the plate in the palm of one hand, thereby cushioning the edges of the plate from too forceful a blow. Once separated

make sure the shaft and corresponding recess is thoroughly cleaned, buffed, and lubricated before replacing. Before setting aside, check to see if the anti-reverse dog is situated on this plate. If so, clean and replack with grease and then set the entire unit aside.

There is usually a nut inside the gear housing which prevents the main reel shaft from falling out. By removing this nut and pulling the shaft free, one will reveal the screw heads which hold the cup of the reel to the reel housing. Some reels will have a plate underneath the shaft which must be removed first. At any rate, remove the screws (usually three) and the cup can now be taken off exposing the last few remaining parts. In the recess behind the cup is found the bearing which is often held in place by two screws. After removing the screws the bearing and sleeve into which it is seated can be taken out. Frequently a light tapping with a screwdriver and hammer from the housing side of the sleeve is required to free this unit from its seat. Once freed, the bearing can be cleansed of old grease and grit by spinning in a grease cutting solvent. Inspect the bearing for pitted areas and if found defective, replace with a new bearing. If the bearing is in good condition, allow it to dry thoroughly before packing with a good quality bearing grease. Place dabs of grease in the palm of one hand and roll the bearing into the grease forcing the lubricant into all the recesses of the unit.

Clean out entirely all the remaining grease and dirt from the housing, apply a liberal coat of fresh grease and start re-assembling the parts in reverse order. One important area which I skipped, but which can be taken care of after the reel is put together, is the roller located on the pick-up arm. This item should be taken apart by unscrewing the locking nut or screw and carefully clean and polish the roller center and the shaft on which it rides. Inspect the roller for grooving which is commonly caused by the fishing line when the roller does not spin freely as the line is reeled in. If a groove is discovered, replace with a new roller making sure to coat the shaft and roller center with a light lubricating oil before re-assembly. Those of you using the automatic spring activated bail might want to replace the spring which holds the bail open. A common problem is premature closing of the bail when casting which is caused when this spring loses some of its tension.

Before replacing the side plate, pack the gear housing with grease. This step is especially important if the angler fishes with the reel frequently submerged in the saltwater. There is some disagreement as to which type of grease is best. Many prefer the special grease prepared and sold by the Surfcaster, while others maintain that a good quality water resistant bearing grease will perform adequately. Whichever grease is decided upon, the reel should be repacked after each fishing season with a fresh supply.

When the reel is completely re-assembled, coat the exterior surfaces with a light film of oil and store in a dry place. Do not seal in a plastic bag and make sure the drag nut is loosened fully. In fact, the tension on all drags should be relieved after each fishing trip.

New line should be spooled on the reel at the start of each season and periodically changed whenever it becomes frayed or bleached from the weather. It is not necessary to replace the entire spool—just the first 150 yards or whatever is considered the working extent of the line.

Before leaving the subject of annual service, I want to leave you with one more thought. The sooner this maintenance is performed after the close of your fishing season, the least amount of corrosion and damage will occur. Unfortunately, too many of us wait until spring before starting preparations for the coming year only to find parts frozen in place and costly part replacement necessary. Also, there are occasions when parts ordered are back-logged, preventing a timely start in the new season.

As for the normal everyday maintenance, a great deal depends on how extensively one fishes. Reels coated with salt or sand should be washed with freshwater upon returning home. I realize that this is quite difficult at 3AM, but the next day's hosing will be adequate. The point is that the gear should not be left in that condition for days on end.

During the course of the fishing season, there are normally three areas of concern if the winter service was performed properly. The drag washers should be frequently wiped clean for a smooth drag may mean the different in whether that trophy fish is beached or lost. The second item of importance is the roller, which should spin freely when the line is drawn across its surface. The take-down is simple: a single nut or screw to back out, wipe the shaft and roller clean, a shot of WD-40 and re-assemble.

The third area is a bit more difficult to protect, for the side plate frequently must be removed to ensure proper lubrication of the main gear shaft. This shaft where it passes through the side plate is extremely susceptible to corrosion. Many reels have a grease fitting on the side plate which will allow lubricant to be forced into the shaftway.

Most of the reels manufactured for today's angler are well constructed, but unfortunately not too many are designed for heavy fishing in a saltwater surf. The Crack 300 was a reel which performed well under these trying conditions but unhappily, they are out of production. Therefore, it is up to the angler to administer these few maintenance tasks, for he alone is the loser should the reel fail at a critical time.

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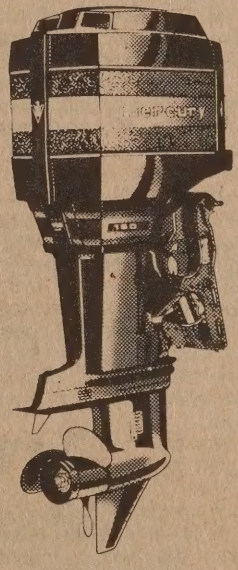

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SINKER BOUNCING

HOW TO CLEAN FISH

by Matt Ahern

Every outstanding sinker bouncer I know is a walking encyclopedia of fish-related knowledge. Some may prefer fluke fishing, codfishing, or what-have-you, but all have working knowledge of those important details that make up the bottom fishing game. They seem able to jump in anywhere at a moment's notice and put fish in that bucket. It matters not if these fellows are called upon to snell hooks, design fish-catching rigs, or make sinkers. You name it. If it pertains to bottom fishing, be assured these fishermen have learned exactly how to go about it. They know the game.

But this vast amount of knowledge didn't come easy. Behind these fellows, long buried (but not forgotten), lie untold mistakes in judgment, plus trials, tribulations, heartaches, and multitudes of experiments that never survived the first test. So we fishermen should never deny these fellows their due. They've earned their reputation the hard way. I doff my fishing cap to them and wish I were half as successful.

I'm sure one of the first things these dedicated fishermen learned to do well was clean fish. These fellows have too much respect for Nature and her finny creatures to use slip-shod methods which result in a wasteful, shoddy job.

I've learned much about fish cleaning from such fellows, so much so that I've come to the conclusion that there are as many ways to clean fish as there are fishermen. I know that I have my own set ways of fish cleaning, but just when I believe my method's best, along comes one of these fishermen with a time-saving system that puts mine to shame. There seems no end to the possibilities of how to go about it. Therefore, while those methods of fish cleaning that follow are those I use, there is no reason why you can't improve on them.

I believe most of us fellows who have been at the game for any length of time really enjoy cleaning our catch. I know at times it can become a chore—especially so when one has had a hectic day and he's pooped. But there are many of us from the old school who would no more have someone else clean our catch than we would have someone reel in our fish. I know, too, that when I'm out party boat fishing and the mate asks if I want my fish cleaned, I politely reply "no thanks," even when that mate whispers in my ear: "There's no charge to you, Matt."

Fish cleaning is easy—once you know how!

It isn't the idea of giving this hard-working, industrious fellow a tip, which he rightly deserves, but I consider fish cleaning as part of my fishing day, no matter, as I say, how much of a depressing thought it may be at the moment. Until those fish are cleaned or transformed into mouth-watering fillets, that fishing day, as far as I'm concerned, is not yet over.

I mentioned fillets just now, which of course entails knowing how to fillet, but we won't go into this interesting subject now for two reasons: one, space is at a premium and two, I've pretty well covered that method time and again. For those interested, it is a simple matter to check Page 3 of this issue for information on order back copies and send off for Issue #9, 1979 ("How to Fillet Flounder"), or Issue #25, 1980 ("How to Fillet Fluke"). You'll find these articles contain easy to follow, step-by-step instructions, complete with photos. You can't miss.

Should this be your first attempt at fish cleaning, let me say this: expect to do your fair share of butchering. And the reason for this is that the desire to make speed will be uppermost in your mind, simply because you have conned yourself into believing you can imitate the advanced fisherman with his flashing knife. Make up your mind that you can't, nor will you be able to for some time. But if you make the effort and follow the instructions as given, there is no question you will turn out a job you'll be proud of.

First, use the proper tools. Avoid those kitchen rejects as you would the plague. A utility knife, available in any hardware store, is ideal. It has the right amount of heft for the job and can also be used to cut through the backbone of average-sized fish. It is easily resharpened when necessary by using the rough side of a good carborundum stone, and then finely-edged with the smooth side. This is all I use. For filleting, of course, you'll need a good fillet knife—one made and used just for that purpose, and that alone.

A good scaler should be on hand, preferably one with an offset handle to avoid contact with the sharp fins of

such fish as porgies and sea bass. Add a cutting board and you're in business. This board should have a thickness of at least two inches. You want your working hand to be free of the table or whatever you use as a rest for the board. And if you do your fish cleaning at home, don't skimp on newspaper to catch the drippings. And while we're on this subject, don't use newspaper in place of a board. Wet fish sticks to newspaper like glue. It will soon have you climbing the walls.

Before beginning the job, you'll find it best to wash each fish first (preferably in saltwater). Doing this will remove those minute grains of sand, grit, and other foreign matter which quickly dull even the sharpest blade. If it is necessary to use freshwater for this, do it quickly. Don't let your fish soak—especially when the job is completed and you are dunking them for a final rinse. Freshwater softens the delicate flesh of saltwater fish...and not only that, the ambrosia-like flavor will become bland and tasteless; especially does this apply to flounder fillets.

The method that follows can be used for any round fish: round fish meaning ling, whiting, mackerel, cod, sea bass, porgies, blackfish, etc., as opposed to fluke and flounder. Because of the difficulty which is sure to be yours when removing the scales from the tough hide of blackfish, it is best to skin these fish to preserve your sanity. We'll get to this shortly.

You'll find many fishermen who complain that fish cleaning is too time-consuming are the very ones who start off on the wrong foot. These are the fellows who scale each fish as they get to it, instead of scaling all their fish at one time. Never continue with the actual cleaning until you have first scaled and rinsed each fish. The job will not only go faster when this is done, but there is less likelihood of being cut when handling fish free of scales and slime.

We'll use a ling to describe the method I use to clean a fish in ten seconds, and we'll assume it has already been scaled and washed. All it takes are two swift passes of the knife and the job is finished.

First, grasp the fish firmly by the head, then insert the knife completely through the fish just aft of the pectoral fin. This is the fin at the middle of each fish near the gill cover. Angle the knife toward the vent and with one motion, slice through and out. This slicing leaves you with the intestines and rib cage in one piece. Now cut off the head and the job is finished.

Ten seconds—that's all it takes and it works with all of the fish mentioned above—except cod.

Cod, because of their size, should be cut first under the gill cover, at the "V," then continue on to the vent; the intestines are removed by hand, and the head removed. Cod take a little longer, but not much once the method is down pat.

Now for those blackfish.

It seems everything about the blackfish is tough and its scales and skin are no exception. Some fishermen still scale blackfish, usually because they don't know an easy way to remove that tough skin. But it is really simple, although it does take time when compared to other fish cleaning.

First, take your blackfish and complete the instructions for ling, then remove the fins. To do this, make a cut through the skin on each side of the dorsal and anal fins. Then make a slight inward cut at the back of each fin line and, using a dry rag, lift out the fin-strip with a strong pull. (You will find this method useful to remove those finger-stabbing fins from sea bass and porgies.)

To skin, peel away a little hide at the shoulder, enough to allow a firm grip with the rag (or pliers) and then remove it with a steady pull. There's nothing to it, just a little extra time.

Fish cleaning isn't a bit difficult. It is made so only by those who use heavy-handed methods. I'm sure that by summer's arrival you will be so adept at fish cleaning, you, too, will wonder what all the fuss was about. And not only that, you will be one step closer to your goal of being a self-sufficient sinker bouncer.

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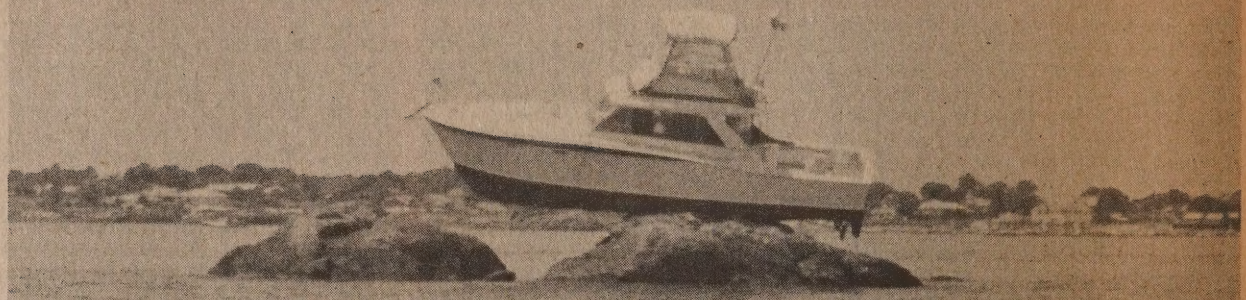
Boating Safety



by Thomas Shanahan

Required Equipment. Before you leave on a trip aboard your boat, you should ask yourself what most people leaving on a trip ask themselves: did I forget anything? That's when it would be wise to make sure you haven't forgotten the equipment you are legally required to carry, most of which contributes to your personal safety.

All boats, including sail and rowboats, are required to carry personal flotation devices, commonly known as life preservers. There must be one personal flotation device for each person aboard, and aboard boats 16' and longer there must be another device that can be thrown to someone in the water. In addition, boats operating at night are required to have lights.

All mechanically propelled boats are required to carry the following equipment while on New York State waters: a whistle or horn, anchor and line, and on some boats you may be required to have a fire extinguisher, a flame arrestor on the carburetor, a set of flares and a flag to signal with, and bilge ventilation.

Personal flotation devices, fire extinguishers, and flame arrestors must all be approved by the Coast Guard.

In addition to this safety equipment, all mechanically propelled vessels must be registered in the state where they are principally used, or documented with the Coast Guard. In New York State, boats are registered with the Department of Motor Vehicles.

For more information about these requirements, contact the Coast Guard or the New York State Bureau of Marine and Recreational Vehicles.

Personal Flotation Devices. The most important pieces of safety equipment you can carry aboard your boat are the Personal Flotation devices. There are four types of PFDs approved by the Coast Guard. Although they are commonly called life preservers, only one of the four types is technically a life preserver. To satisfy legal requirements, your Personal Flotation Devices must be approved by the Coast Guard, and must bear a tag with the approval number on it.

Of the four types, I, II, and III are all designed to be worn by the person using them. Types I and II are also designed to turn an unconscious person face up in the water. Type III devices may not be able to turn an unconscious person face up. The approved PFDs often will be marked with the following sizes: Adult, Child Medium, and Child Small. Type IV devices are designed to be thrown to people who are already in the water. These devices are usually ring buoys or buoyant seat cushions, and are made to be held onto by the person in the water. They should never be worn in any manner.

Simply having the proper PFDs on your boat is not enough to ensure safety. PFDs aren't much good unless you have them on when you need them. However, most boaters don't like to wear their PFDs all the time. Common sense should dictate when it's time to wear them.

You should be able to get into your PFD quickly; so keep it some place in the boat where you can get to it if you need it. In addition, before you leave shore you should assign a PFD to each person on board, have them try it on and adjust all the straps.

One final precaution will make sure that your PFDs will work for you when you need them. After each use, the PFDs should be hung out to dry in the sun. Then stow them in a dry, well ventilated place and they will be ready the next time you need them.

Suggested Equipment. Carrying the legally required safety equipment can help you to prevent, or to escape from, the serious emergencies associated with pleasure boating. In addition to the required equipment, you might want to consider carrying some extra equipment to help you deal with the minor emergencies you may run into.

Here is a list of suggested extra equipment:

flashlight
compass, which should be permanently mounted in your boat and adjusted by an expert
Three fenders
One First Aid kit
Set of oars or a paddle
Tool kit with a screwdriver, pliers, adjustable wrench and a roll of electrical tape
Spare mechanical parts, including spark plugs, shear pins, and cotter pins
Extra coil of line
Spare anchor
Bilge pump

If you don't know what all this equipment is used for, you should seriously consider taking a formal course in boating safety. If you do know what all this equipment is used for, you should make sure you know how to use it properly, before the need arises.

The Float Plan. Before taking off, an airplane pilot always files a flight

plan. If the plane gets into trouble, rescue parties know exactly when and where to start searching for it.

There is a similar precaution you can take if you are going boating. It is called a float plan. A float plan can drastically reduce the amount of time it takes for search and rescue units to locate you. This is important if you are in trouble. It is especially important if you are in the water, where your expected survival time is measured in terms of a few hours.

Your float plan should be filed with a reliable relative, friend, or neighbor. A good float plan will contain the following information: when you will be leaving; what vessel you are taking and include a detailed description of the vessel; where you are going; who you are taking along; what course you expect to take, and when you expect to return.

Two other things are part of a successful float plan. First of all, keep in mind that your float plan is useless unless you stick to it. Secondly, don't forget to cancel the float plan when you have returned.

Safe Loading. The most common cause of fatal boating accidents is not sinking, nor is it because of a collision with another vessel. The most common cause of fatal boating accidents is capsizing.

Most boats capsize because of the way they are loaded. An overloaded or improperly loaded boat is very unstable, and can be capsized by a surprisingly small chop or the wake of a passing boat.

It is very easy to tell what size load your boat is capable of carrying. Most boats have a capacity plate, located near the operator's position on the boat. This plate can tell you what horsepower motor is best for your boat, how many people it can carry, and the maximum total weight capacity for passengers, motor, and gear. If your boat doesn't have a capacity plate you can figure out its maximum load capacity using simple arithmetic. Multiply the length of your boat by its width, and divide that number by 15. The result is the number of 150 lb. people your boat can carry, or the equivalent weight of gear it can carry.

Remember, these numbers indicate the maximum load your boat can handle. The wise skipper will exercise careful judgment and carry a smaller load whenever weather and water conditions make it a wise idea for him to do so.

There is one final precaution you can take to ensure your boat is safely loaded. See that your load is distributed evenly and stowed as much out of the way as possible. Any heavy gear that might slide around in the boat should be tied down or secured.

Safe Fueling. Knowing how to work the pump at a self-service gas station doesn't mean you know the proper way to fuel a boat. The biggest danger in fueling a boat is gasoline vapor. One cup of this vapor has an explosive power equal to fifteen sticks of dynamite. In addition, gasoline vapor is heavier than air, which causes it to collect in the bilge where a small spark can set it off.

This is the proper way to fuel a boat: first, turn off all switches, electric motors, anything that can cause a spark, and extinguish all open flames, including cigarettes. Next, close all hatches, ports and doors. Now you can fill your tank. While you are filling the tank make sure that the gas nozzle is kept in contact with the boat's fuel filler pipe, otherwise static electricity can build up and cause a spark. Remember to leave some room in the tank for the gas to expand, and make sure you wipe up any gas that has spilled. Now open all the hatches, ports, and doors you closed earlier, and let the boat air out for at least 15 minutes. Check for gas fumes before you leave.

Fueling the portable tanks for an outboard is a simpler procedure, but there are two things you should still keep in mind. The gas nozzle must be kept in contact with the tank to prevent static electricity from building up and remember, smoking can be hazardous to your health. Especially if you are filling a gas tank.

Rules of the Road. If you have been paying attention, your boat should now be well-equipped for a voyage. But are **you** well equipped for a voyage? For instance, do you know the rules of the road for the waters you will be on?

In boating, there are situations that present the danger of a collision between two vessels. When these situations occur, the boat with the right of way is called privileged, and must maintain the same course and speed. The other vessel is called burdened, and is required to take evasive action to prevent a collision.

There are three situations where right of way must be determined:

CROSSING—where one boat is crossing the bow of another, the boat farthest to the right is privileged and has the right of way.

PASSING—when two boats are approaching each other from opposite directions, both vessels are burdened and must keep to the right of each other.

OVERTAKING—when one vessel is passing another vessel going in the same direction, the slower vessel is privileged and has the right of way. The faster vessel must keep clear.

There are two other things you should keep in mind about rules of the road. Sailboats, rowboats and canoes all have the right of way over power boats. Except that any type of boat, if being overtaken, has the right of way. In addition, large vessels are hard to maneuver. Remember that they may simply be unable to yield the right of way. In such a situation, it is wise to yield the right of way to the burdened vessel rather than risk a collision.

Buoys. The buoys you see on the water serve the same purpose as traffic signs on land. To use these nautical traffic signs, you have to learn how to read them. The lateral system of channel markers uses color, shape, numbers and lights to indicate the direction you are headed with regard to the sea, your position and any special information that may be

(Continued on page 48.)

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NAVIGATION FOR THE SMALL CRAFT FISHERMAN

Part Two — *by Jens Jacobs*

Last week you became proficient in expressing position in lat. and long., as well as measuring distance on the chart. This week, we are going to figure out how to get from point A to point B.

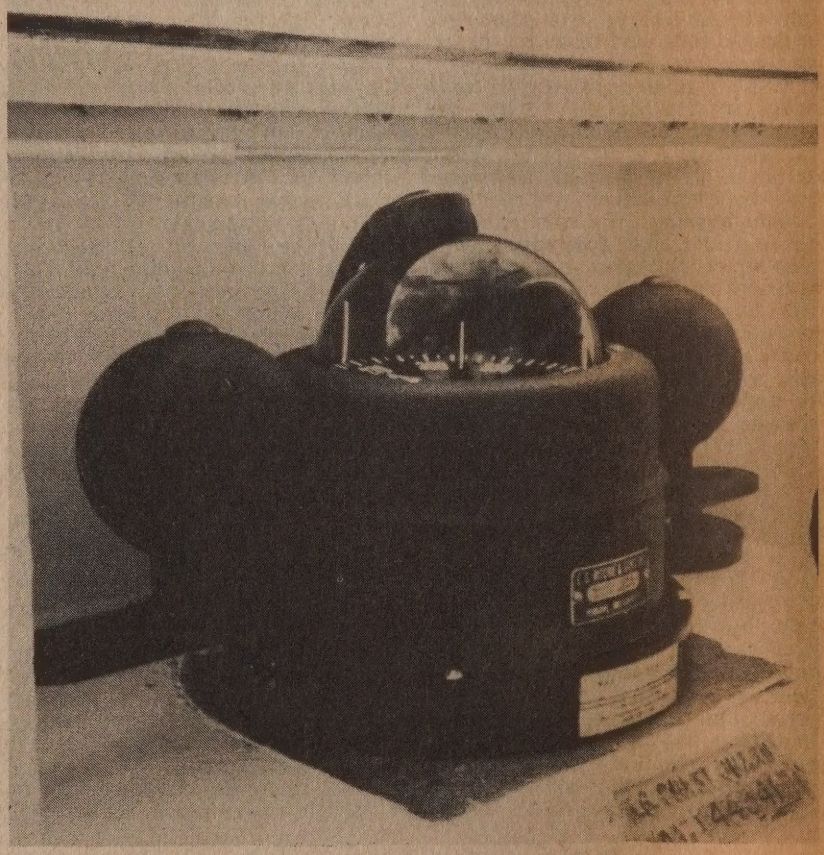
We'll need a compass for this, but before we get entangled with the compass itself, we must be able to figure out what the compass should read to get us from one point to another.

Refer to your chart, and find the compass rose that is printed on it. As you will notice, there is one rose within the other and in the center you will see something like var. 12.30' W. (1975); annual increase 2'. Okay; let's find out what this is all about.

As we all know, and plainly can see, the compass is graduated in degrees from 0 clockwise through 360 which represents North. The outer rose is referred to as true, and the inner as magnetic. True north is represented by 000 degrees and points to the north geographical pole. All other directions are measured clockwise relative to 000, and are expressed as XXX degrees. The magnetic pole of the earth is not in the same location as the geographical pole, and the lines of magnetic force are by no means straight and uniform. As a result, variation is different from place to place. No big deal, however. Every chart has at least one compass rose printed on it with the amount of var. for that area plainly printed in the center along with the annual change.

Now, take a closer look at the rose on your chart. It indicates a 2' (two minute) increase for every year. In other words, it would take 30 years to change one degree. Since there was a 12.30' var. for 1975 with an annual change of 3', the var. for 1981 would be 12.42', approximately 12-3/4° which in practical application is 13 degr. W. Variance can be west or east. But in our area it is always west. Again, look at the rose on the chart, and you will notice that mag. north is displaced from true north to the left (west) by 12½°. Armed with this knowledge, we now can lay out a course.

Assuming we want to go from the BW "NR" in 40.55'.4N 73.13'.8W to a 49 ft. shoal in 41.04'.4 N. 73.08'.1W, what do we do? The object of the game is, to draw in a line between the two points in question,



The indispenable ship's compass.

and draw a line parallel to the course line through the center of the rose intersecting the degree marking on the outside. This is best done with a device known as a parallel rule, and in practice, the line itself is never drawn through the rose. The parallel rule is merely "walked" across the chart until one leg of the rule passes through the center of the rose. If you have done everything correctly, the true course should read 025.5 and the magnetic course therefore is 025.5 and the equivalent mag. course is 038°. The distance, by the way, should be measured at the same time. How far is it? Right: 10.0 nautical miles on the money.

Now then, what does all this amount to? First of all, you would have to steer 38°, and if your boat speed is known to be 18.7 knots, you would have to stay on that course for 32 minutes and 05 seconds to be exact, or 32 minutes. How was the time arrived at? Do this: distance divided by speed multiplied by 60. This results in minutes. In other words, running time in minutes = distance divided by speed times 60.

Well, not bad. Now we know how to give and receive position in lat. and long., lay out a true and mag. course, measure distance and figure out how long it takes to get there. Armed with this knowledge, you now understand the basis of all navigation regardless of whether it is practiced on a large ocean-going vessel, or a small boat.

Let's review. In going from point A to B, we first establish course, then distance. If we know the speed (you

always should) we can compute the time it takes to get there, and hence predict the estimated time of arrival (E.T.A.), If that was all there is to navigation, we would be all set. No such luck, however. There are still such naughty little words as "deviation" and "set and drift," and all sorts of ways to determine position while en route, as well as determine the position of the final destination.

As said previously, we need a compass before we can go anywhere at all. If it is to do any good, it must meet a number of requirements. Due to the complexity of the subject, there is not enough room here to give complete info on all matters that pertain to compasses, but the following are some points to consider: only a high quality instrument should be considered; it should be sufficient in size, as well as the proper model; it must be installed properly, and finally, it is essential that it is adjusted accurately.

This brings us to our next mystery word, "Deviation," or Dev. Dev. is a compass error caused by certain equipment and metals aboard. It is, of course, desirable to reduce, or possibly eliminate dev. by adjusting the compass, so that we can steer the magnetic course obtained from the chart. This, however, is not always possible, in which case a deviation table must be prepared. To complicate matters a little more, dev. is not constant on all headings and is labelled East or West depending on whether the compass reads higher or lower than it should. Just like var. if the card is deflected counter-clockwise, higher readings will be at the lubber line, and must be labelled west. Likewise, if the compass reads lower than it should, the error (Dev.) is said to be East. What does all this leave us with? We can now establish a true course, a mag. course, and a "compass course." To put it another way, if we wanted to make good a true course of 025.5 to our shoal we would add 12.5 W. var. to get our mag. course. If it was established that the dev. for 038 mag. (025.5 + 12.5) is 003 East, our compass course would be 035 Deg.

To help remember how to convert from one to the other, there are a number of memory helpers. I personally find the following the best and easiest to remember. Before we go any further let's learn about two new words, and their meanings. "Correcting" and "uncorrecting." Correcting is the process of converting a compass course to mag. course and then to true, by applying Dev. and Var. according to whether it is labelled E. or W. Uncorrecting is, of course, the reverse. The conversion from true, to mag., to compass course. Since most of the time we will be "uncorrecting," let's remember one simple sentence, "Uncorrecting add West." Obviously any east error must be added in the uncorrecting process. In the correcting process, add east and subtract west. Just remember, "uncorrecting add west" and reverse the rest.

In view of the foregoing, it should be clear that an accurate and dependable compass is of utmost importance to the fisherman, especially if there are any offshore trips involved, not to mention the ever-present possibility of fog. No doubt, the best way to assure yourself of an accurate and dependable compass installation is to contact a reputable compass adjuster before you purchase a new compass or accept one as so-called standard equipment on a new boat. He will be able to supply you with the proper compass plus provide you with a multitide of services. Best of all, it may save you a considerable amount of money and aggravation. Most importantly, he will see to it that you get what you need; an accurate and dependable compass.

Well, we covered a lot of ground this week, but we are not quite finished yet with course and compasses. Remember "set and drift." More of that next time. Want to solve a few problems until next week? 1) true course 356. Var. 14 W. Dev. 003 E. Give compass course. 2) You steered 045 by compass Dev. 004 W. Var. 13 W. Give true course. 3) Mag. course 012 dev. 014 E. Give compass course. The correct answers will be in next week's article. See you then.

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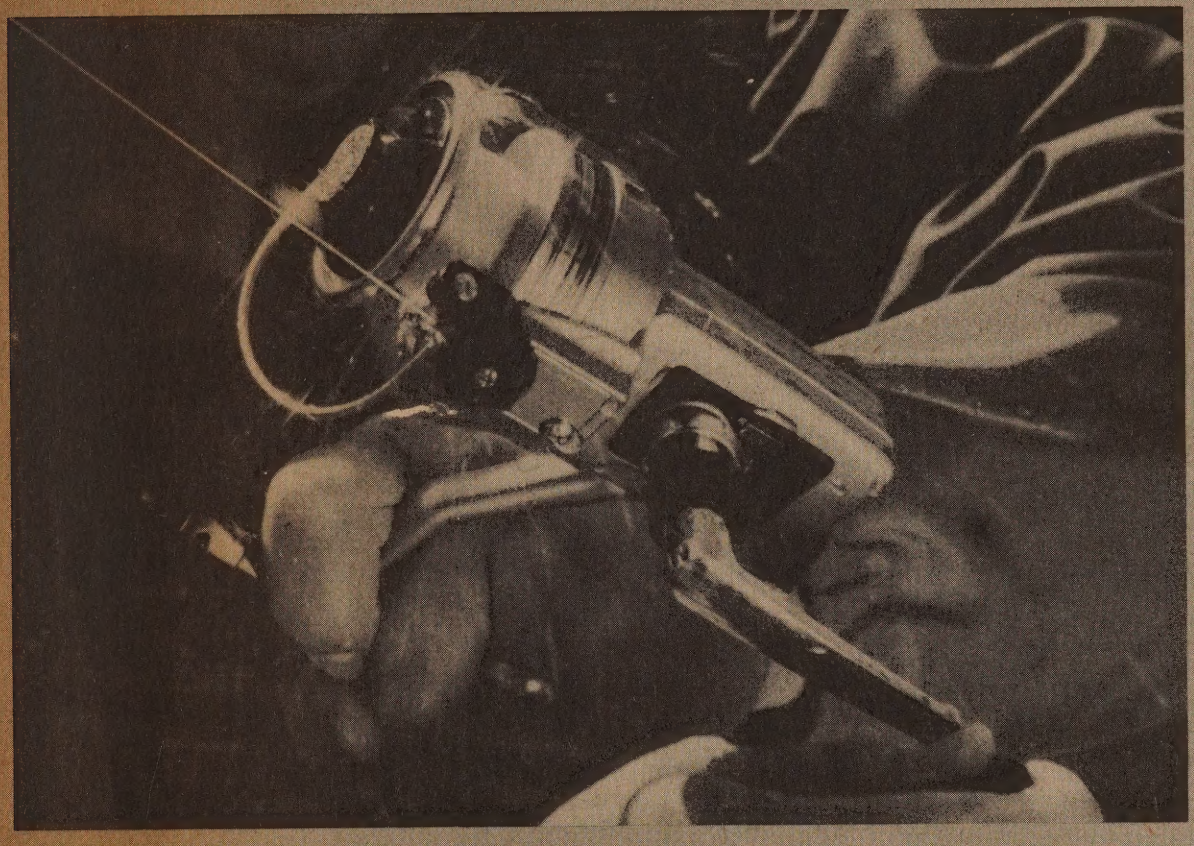

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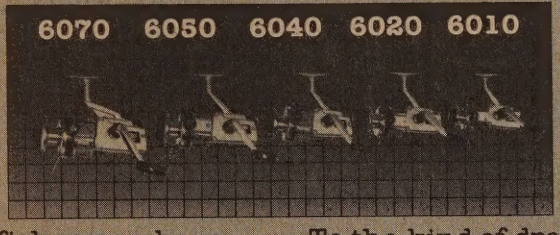

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BOATING & RELEASING BIG GAME FISH

by Al Ristori

There's so much skill (and luck) involved in catching big game fish that many beginners and casual fishermen never give much thought to what they're going to do with a very large fish if they do catch him. Therefore, though it may seem to be a matter of starting at the end and working forward, it is important that you consider what you intend to do with any big game fish you may encounter. A lack of preparation and foresight may result in the loss of the fish of a lifetime.

The first matter to take into account is whether or not you intend to keep certain species. While many big game fishermen release most of the fish they catch, I know of none who don't keep at least some species—or trophy size specimens. Few, indeed, are those who release the delicious and valuable swordfish, the equally tasty mako, or the giant bluefin tuna which bring such high prices from Japanese buyers. On the other hand, most sharks aren't desired as food and should be released unless of trophy size. Blue marlin are so rare in our area that they are usually retained by anyone lucky enough to catch one, but the much more common white marlin should be released unless it's targeted for the smokehouse or your wall.

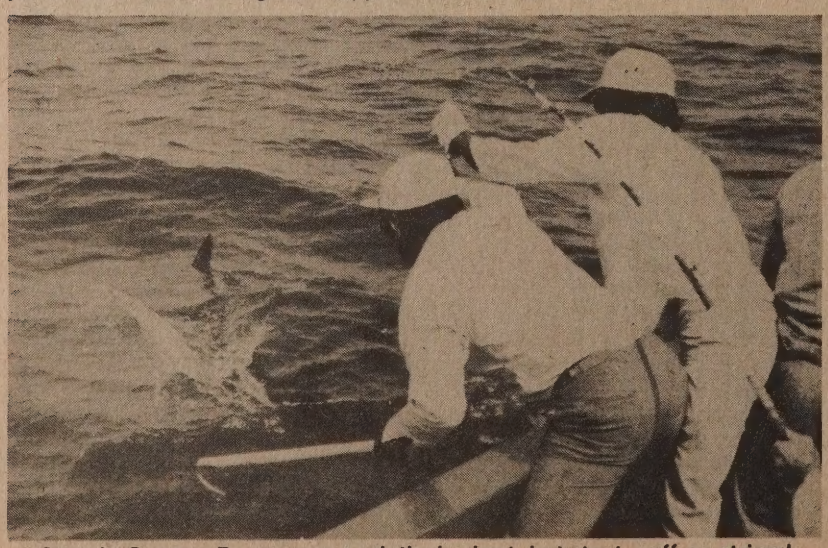
While big game fishing is usually aimed at a specific species, there is always a good chance that others will join the party. Anything can happen when you're trolling, and even shark chumming produces its share of surprises. Not only can a very big shark suddenly take hold while you're catching small ones, but you might even luck into a more desirable species—such as a white marlin, swordfish or giant tuna. Several years ago my wife, Kathy, caught a 99½ lb. white marlin while we were sharking from my Mako 22 southwest of Montauk Point. It was so flat calm that day that even the sharks wouldn't hit. The chum was sinking straight down from the virtually motionless boat, and boats fishing in the Deep Sea Club Tournament were sighting many whites—but couldn't get any to hit. Yet, one of those finicky whites picked up a bunker fillet fished just out of sight directly below the boat—and it turned out to be large enough to win the "Field & Stream" fishing contest that year!

Surprisingly, it's usually the bigger white marlin that hit shark baits. Swordfish strikes aren't as common, as these fish feed more at night, but Captain Frank Mundus has taken quite a few swords while sharking over the years. Giant tuna strikes occur from time to time, though it's rare that one is caught on the relatively light tackle normally used for sharks. However, the strong year class that has produced many "mini-giants" in the three to four hundred pound class may provide anglers with a surprise that can be handled on shark tackle. An important point to keep in mind is that you need a permit in order to land a giant tuna. If you have any intention at all of fishing offshore in your own boat during the 1981 season, you should apply for a permanent free license right now. It's too late to worry about the license after you've caught a fish, and it will take a couple of weeks to get one if you wait until a giant tuna run develops. Write to Mr. Bill Jerome, National Marine Fisheries Service, Fisheries Management Division, 14 Elm St., Gloucester, MA 01930.

Releasing big game fish is a relatively simple matter. In order to claim a released catch the fish must be fought to the boat and the leader cut. All one needs for this is a pair of gloves and pliers with which to clip the wire. When blue sharks are thick, and we're releasing many fish, I try to clip the wire leader as close to the hook as possible. In that fashion I'm able to twist on another hook and use the same leader for several fish before it gets too short. It rarely pays to try to retrieve a hook from a shark. Even small sharks can inflict a serious wound with their teeth—or scrape you badly with their body or tail. However, billfish can be held by the bill (be sure to use gloves as the bills are raspy) and the hook removed unless it's too deep.

There's no point in releasing a dead fish, so don't handle them unnecessarily around the boat. Don't worry about releasing a fish with a hook in him. Unless it's stainless steel, it will rust out quickly. Fish are a lot more rugged than humans, and can survive even with hooks in their stomachs. However, it is wise to set hooks quickly when you're fishing with releases in mind. If you don't give the fish a chance to swallow the bait you'll get a better fight and provide him with a better opportunity for survival.

As long as you're releasing, it makes sense to tag your fish. Every big game fish is the subject of various studies at the present time. We need a great deal more information about migratory patterns and growth rates in order to manage these fish with some semblance of reason. As there is little funding for government tagging, these programs are heavily dependent on sportsmen. A great many shark fishermen cooperate with Jack Casey's tagging program that has provided a great deal of information



Captain German Bazan uses a relatively short, but stout, gaff on striped marlin caught aboard his "XI" at Salinas, Ecuador. The bill is grabbed as soon as the gaff is planted.

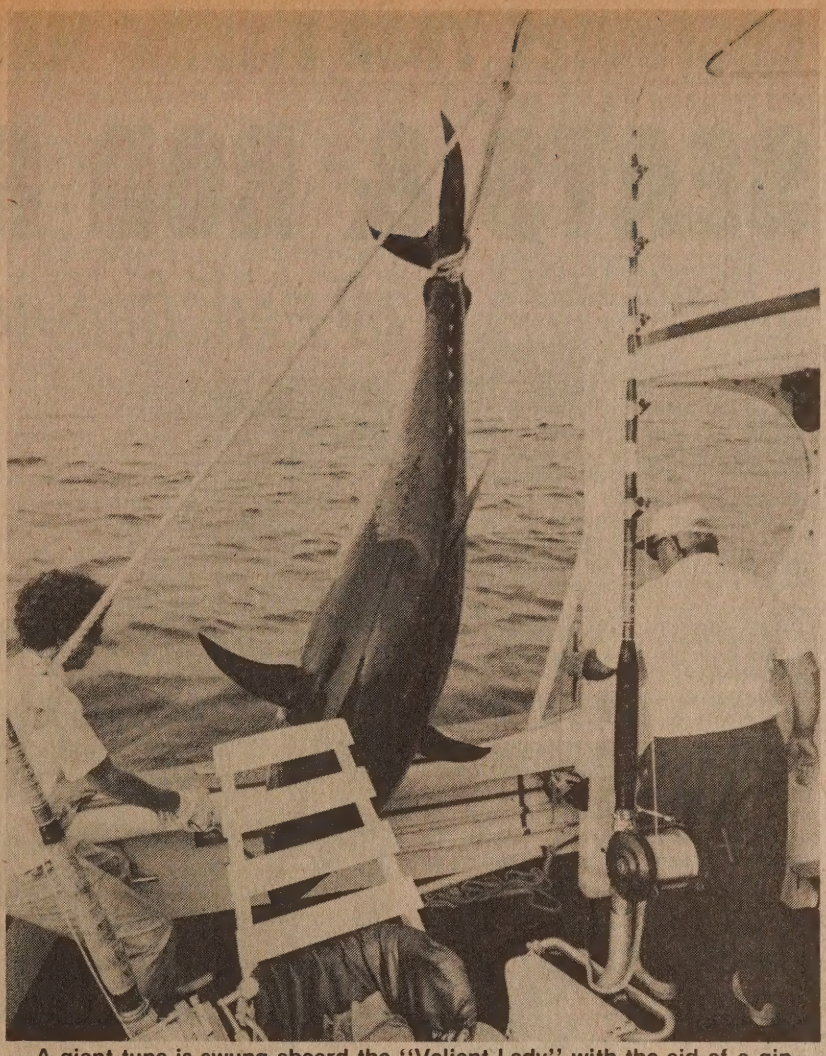
about these highly migratory creatures. If you're definitely rigging up for shark fishing, write to Jack at NMFS, Cooperative Shark Tagging Program, Northeast Fisheries Center, Narragansett, RI 02882. Jack will send a free supply of tags and instructions on how to rig a tagging stick out of a wooden broom handle. Tags for tuna and billfish can be obtained from Edwin L. Scott, NMFS Southeast Fisheries Center, 75 Virginia Beach Dr., Miami, FL 33149. Since these are both National Marine Fisheries Service (NMFS) programs, don't worry about having to use one of your shark tags on a tuna or billfish. Try to provide good estimates of the size of fish tagged, and be sure to return your tagging cards promptly. Both of these programs pay $5 for the recaptured tags, provide the angler with information about both these fish and recaptures of fish they've tagged, and send participants a newsletter.

Tagging is an art that can be quickly acquired. After the tag is properly loaded on the needle, it's a simple matter to drive it into even the tough skin of a shark. Aim for the back of the fish just aft of its head. Try to avoid hitting sharks in the belly area as they roll on the leader. Tags don't bother the fish and, if properly placed, should last for many years. I remember watching Jack Casey remove a tag from a blue shark at one of the Montauk Marine Basin shark tournaments several years ago, and being amazed by the fact that it had virtually become a part of the shark's body. Though completely buried in the flesh, it was surrounded by white meat—with not even the sign of a bruise.

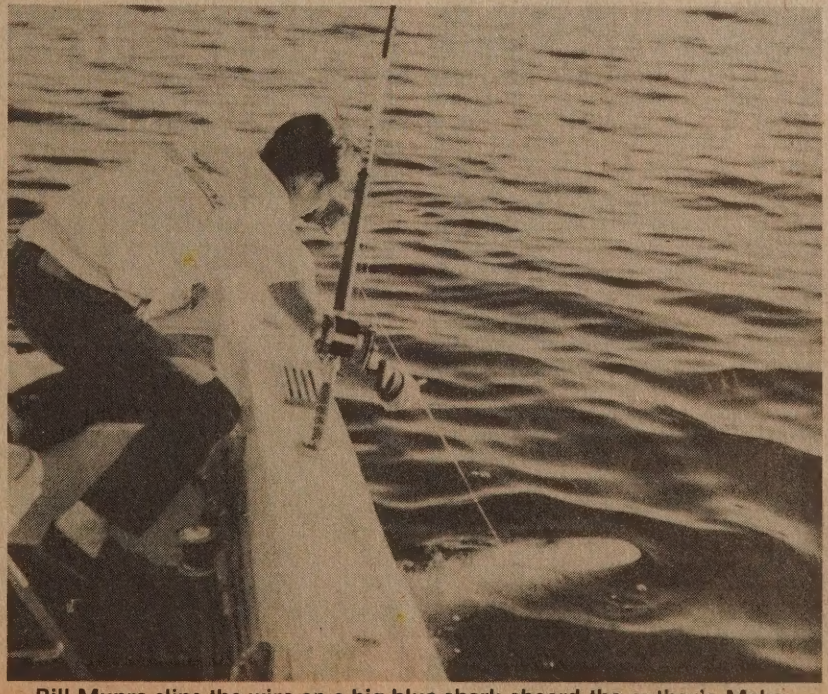
In order to be prepared to boat a big fish while you're offshore, you'll need certain equipment. A big game gaff is a must, and most anglers select a flying gaff. The concept of the flying gaff is a simple one. The gaff hook disengaged from the handle upon impact, leaving the fish attached by a heavy line to a cleat—or some stronger attachment on your boat. As the fish is thrashing about on the flying gaff, the crew has time to place straight gaffs and secure the catch. There are both advantages and disadvantages to the flying gaff. It is, of course, the easiest way to handle a big, relatively "green" fish next to the boat. No one has to hang on for dear life until the fish settles down. However, the standard flying gaff requires some coordination and is relatively difficult for beginners to use. I also know of professionals who shun them out of fear of the hook being thrown and flying back into the boat. The trigger release flying gaff pioneered by Reliable Gaff Co. takes care of the first problem, but the second is inherent in the method.

An alternative to the flying gaff is a long, heavy straight gaff with a large hook. This is easy to use, but does require that the gaffer hang on and take the beating while the rest of the

(Continued on page 51.)



A giant tuna is swung aboard the "Valiant Lady" with the aid of a gin pole and meat hook. Angler and owner Don Merten is at right.



Bill Munro clips the wire on a big blue shark aboard the author's Mako.

CUSTOMIZE YOUR FISHING MACHINE:

SEATS & ROD HOLDERS

by Pete Barrett

Trying to find the "perfect" fishing boat is impossible. Given the infinite number of variables, opinions and needs of the hundreds of thousands of fishermen who buy boats, it is remarkable that the present factory models are so adaptable to the daily fishing of so many fishermen. The manufacturer must satisfy the inshore fluker, the offshore sharker, the blue water man from Hatteras, the Sandy Hook troller, the Montauk diamond jigger, and the pleasure boater who rarely fishes at all.

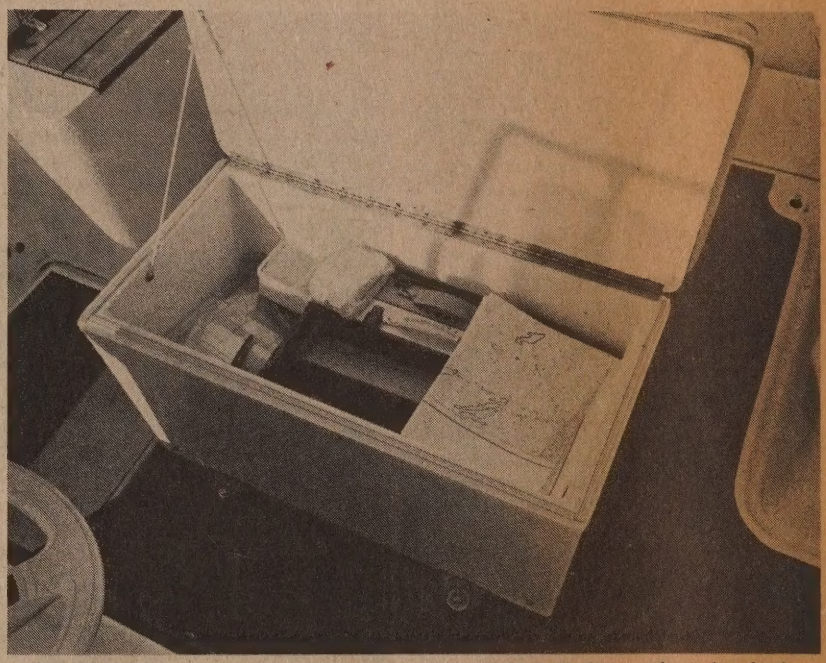
Today's fishing boats are the best ever. They have storage aplenty, high standards of quality and most of them are designed by thoughtful men who are fishermen themselves. The best of these boats are flexible enough in design to allow individual anglers to customize their craft to best suit their own fishing needs and style.

Two areas often overlooked by new boat buyers are the type of seat chosen from the factory and the position of the rod holders. Having owned several different boats over the last ten years, I have my own opinions about how to best lay out these two options. I'd like to offer them to you in case you have gone through the same problems with the wrong type of seats and poor rod storage as I have in the past.

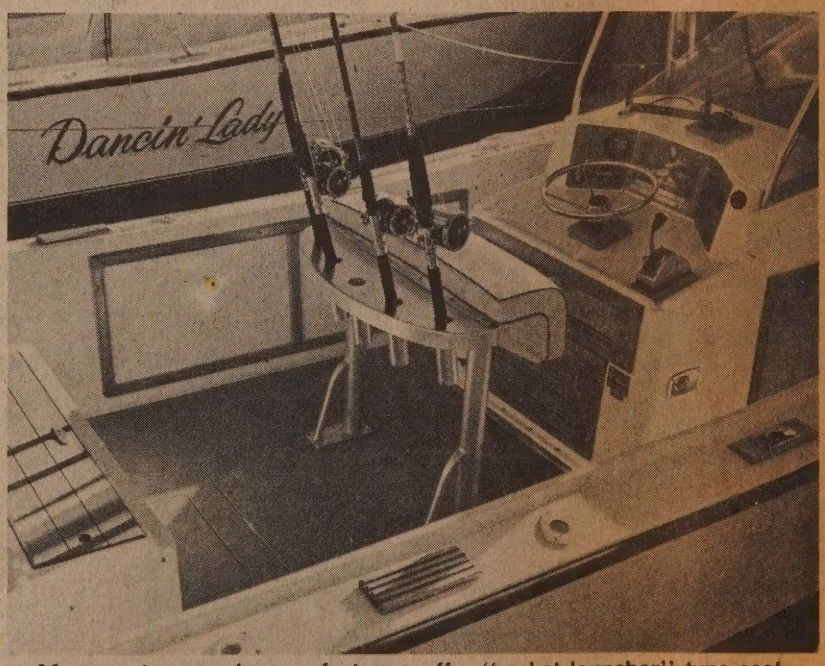
Most center consoles are purchased new with the standard chairs usually listed in the catalogs as "helm chairs." Unless you are lazy or don't fish at all, they are nearly useless. They get in the way, take up valuable space and encourage you to sit down rather than fish. There are better choices.

At the least, installing a single helm chair instead of a pair of chairs is a big improvement. The two chairs take up so much space it is difficult to move around them while trolling, jigging, or drift fishing. It's amazing how quickly a bluefish flopped on the deck will somehow wrap himself and your line around the chair pedestal. If rotated in the wrong direction, the chairs can jam against each other with the backs towards the gun'ls. Try to get past them when your tuna rod and reel scream as a big fish yanks off line!

The two best seats are a simple fish box style with a hinged top or the newer padded "rocket launcher" type with built-in rod holders. Both seats take up far less room than the pair of



Modified fish box now serves as tackle locker and dry surface for foul weather gear, lunch, gimbal belts, lures, charts and first aid kit.



Many center console manufacturers offer "rocket launcher" type seat. Ideal for offshore trollers. Storage locker or cooler fits between mounting posts.

chairs, and offer more storage space.

My own boat, a Mako 23, has a box type seat I modified myself. I purchased the fish box seat from a Mako 17, because it was the smallest available, added a plywood hinged top to which I snapped the padded seat cushion. In this box go charts, foul weather gear, boxes of lures, coffee thermos, lunch, gimbal belts, extra line, leaders, bunker snatch hooks, and so on.

The contents match the fishing at hand. In the summer, I carry sharking gear, tuna trolling lures, bluefish and bonito chumming hooks, etc. Later the lures are switched to striped bass rigs. Summer windbreakers are replaced by sweaters. The box still functions as a seat, yet doesn't take up so much room as to get in the way of fishing. I can easily straddle it, and the overall height is far lower than the helm chairs. If you prefer, you could use the box as it was originally designed as a fish box. I don't, because my boat has two boxes built into the rear gun'ls.

Offshore fishermen have really taken to the rocket launcher type of seat. It gets its name from the appearance the five or more rods make as they are held in the back plate of the seat, looking much like a rocket launching pad.

The padded front part of the seat allows you to rest your butt against the seat for comfort while running offshore. The rods can be matched to outriggers and flat lines while trolling for instant access by any anglers when a fish strikes. You don't have to leap from one side of the boat to the other as with gun'l rod holders.

The space under the seat between the two support posts holds a small cooler for trolling baits, beer, soda, or to serve as a small fish box. I saw one custom twenty-five foot center console with a teak tackle locker built into this space. Beautiful setup!

Rod storage can be an exasperating problem. The traditional areas of storage along the side of the console and under the gun'ls leave something to be desired. Rod racks or tubes along the side of the console seem to be the ideal setup when you look at a boat in the dealer's showroom or when looking at a friend's boat tied up at the dock. Those same rod holders seem to get unbelievably in the way while fishing and do not hold every size rod you might take along with you.

Console mount holders will handle the smaller spinning rods and casting rods, but usually cannot handle larger tackle like 30, 50, or 80 lb. class rods, or even wire line trolling outfits. The reels are too large to fit side-by-side in the holders unless you crisscross them and then they always seem to tangle while you run the boat. On a rough day while drifting they can be difficult to get around. There simply isn't always enough clearance between the console, the tackle on the holders and the gun'ls. This is

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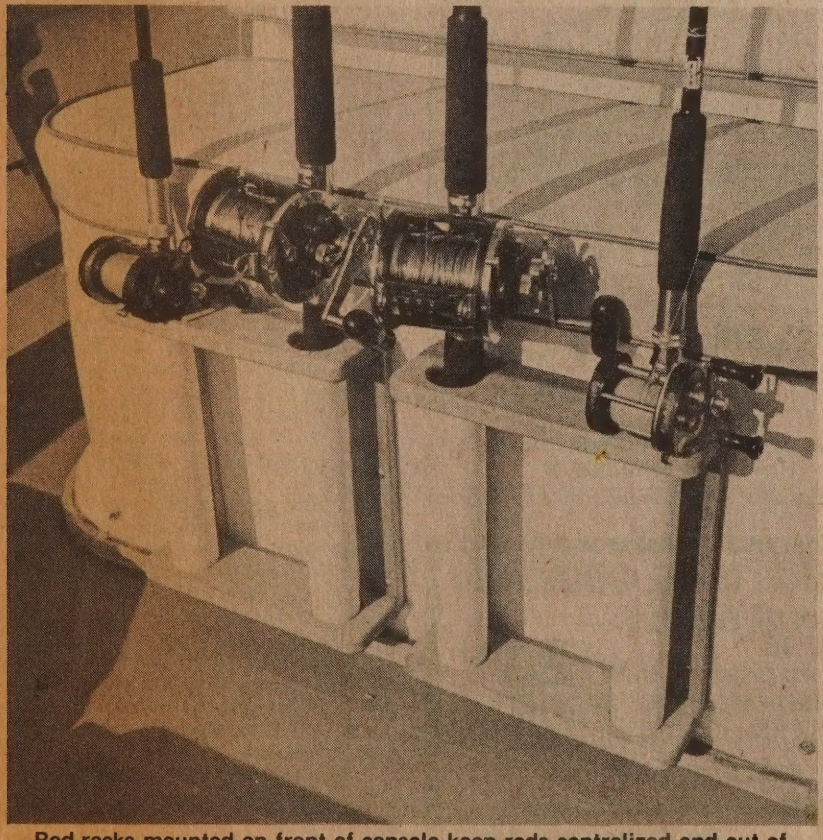

Rod racks mounted on front of console keep rods centralized and out of the way while playing fish, leave more space available at console sides for maneuverability of the angler.

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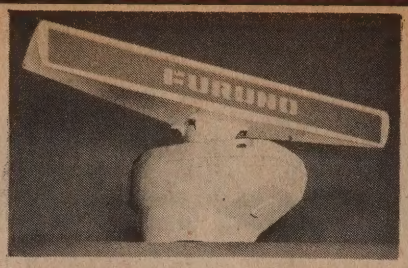

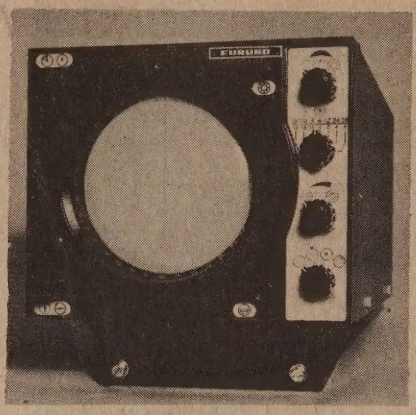

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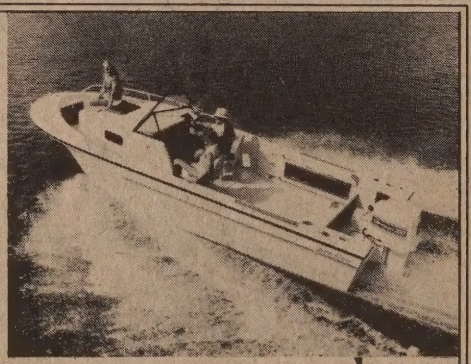

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especially apparent while playing a larger fish like a tuna, marlin or shark that might take you for a few walks around the boat before being played out and ready to be boated, gaffed or tagged and released.

Some of the latest model center console boats have solved this problem neatly. The rod holders are mounted on the front of the console, not on the sides. This does two things: it keeps the rods out of your way while playing a fish, and they do not hinder walkaround access.

On boats like mine where the console does not have the front mounted rod racks, you can add holders available from marine supply stores or marinas. The photo shows the holders I mounted last year, and which hold four rods. These mounts are being replaced with the newer Penn rod holders so I will be able to hold eight rods up forward like this.

No matter what kind of fishing you do, these rod holders are ideal. When playing big fish, the other rods that had been gun'l holders can be placed in these more centralized holders, completely out of the way of the angler and the fish. They can be left rigged, too, as we do when shark fishing. Once the fish is tagged, the other baited rods are quickly set back out in the slick immediately with no wasted time. While playing the fish they aren't knocked around or left at weird angles to trip up the angler.

When rods are in the holders you do lose the use of the seat—but then you are supposed to be fishing, not sunbathing!

Gun'l rod holders can be a touchy subject to boat manufacturers. They have gone to great lengths to make a neat looking boat; they don't like to hear someone say "Why can't you make the rod holders bigger and more accessible?" Yet I think the question is a good one.

Many of the gun'l rod racks are too short, too cramped and too small to effectively hold rods. They are better suited to holding boat hooks, mops, scrub brushes and gaffs. Most of them will not hold a standard fifty pound class trolling rod nor a seven foot wire line trolling rod.

Some boats can be easily modified with a small saber saw to cut out the openings to make the racks larger. **BE CAREFUL!!** Do **NOT** cut into structural fiberglass or essential parts. Check with your dealer for advice **before** cutting. There are many boats on the market that can stand a trim of two or three inches all the way around the gun'l cut out; others can't. Once the excess fiberglass is removed, cover the edge with a rubber molding as sold by marine hardware stores and marinas. Neater finishing can be done with strips of teak by a custom-worker.

A little forethought in designing your boat and selecting the right options when you purchase your new rig, or modify your present boat, will make your fishing much easier and more enjoyable later on.

PLUG MAKING HOW TO:

THE DARTER

by John Schauer

One of the best nighttime plugs you can fish with is the darter. It is a great plug in fast moving water. The rips under the famed Montauk Light are a perfect example of good darter water. This lure will usually work when others won't, providing there are fish present. It casts great in a head wind and since birch is one of the heaviest woods, it makes for a pretty heavy lure.

The first step is to get some 1¼'' birch dowel (or some old birch broom handles), or if the dowels are not available some 1¼'' thick birch lumber. I really do not know if the 1¼'' birch dowels are readily available because I stick with the lumber. You may have to scout around to find some. In any case, whichever you use, get the ones with the straightest grain. You'll have to make your first lure from the diagram and test it to make sure everything is okay. After you check it out, you'll be able to make all the plugs you want. The first thing you have to do is turn down the basic shape of the lure. You can use a lathe or carve the plug. If you intend to carve it, you'll have to use a sharp knife because birch is a hard wood.

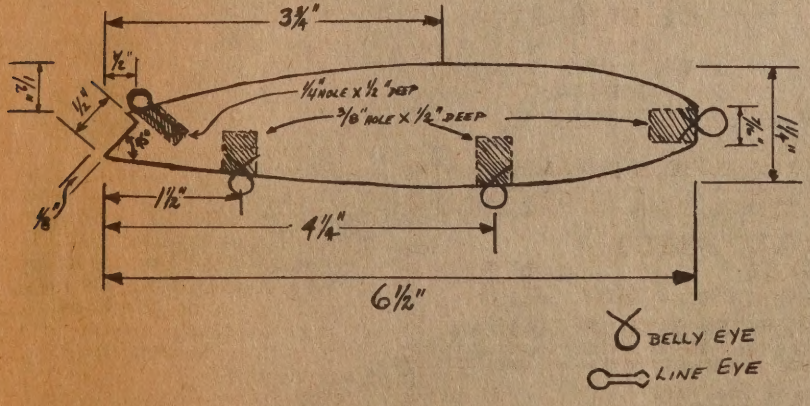
One other item to get is a five or six inch length of pipe or tubing with an inside diameter of 1¼''. Make sure the walls of the tube are not too thick because they will have to be drilled and cut. Remove the hooks from the lure you are going to use as the model and re-drill the hook holes. Put the model lure into the tube and mark where the front belly hole is. It should be about 1½'' from the face. Drill a hole in the tube exactly in line with the belly hole. Use a 3/8'' drill bit.

Cut a piece of 3/8'' dowel and insert it through the tube wall and into the plug. This will act as a pin holding the lure in place. You now have to cut away the tubing to form the diving plane. Use a hacksaw and a file. Take your time doing this; you don't want to mess this up because all the rest of the plugs you make will be cut to this form. You can now start to make copies of your model.

Cut a dowel or 1¼'' square piece of birch to 6½'' long. It is important to find the centers on each end. On the square piece of wood, draw an X on each end to find the center. On a dowel, you'll have to do it by eye. Once the wood is the basic dowel shape of 1¼'' by 6½'', decide which end will be the face and which will be the tail. On the tail, draw a circle around the center. Make this circle 7/16 of an inch in diameter. Now measure forward from the rear edge 1¾'' from the end. Some plug makers like a blunt tail; I prefer a gently sloping one. This is one part of the lure you can decide for yourself. Drill a hole 3/8'' by 1/2'' deep in the tail.

Now we are ready to start on the head end. On this end make a circle one inch in diameter around the center. Also draw a line around the plug 3-3/4'' back from the face. Cut away the wood between these two points. When you are finished doing this step, the cut should blend in smoothly with the plug. Now sight down the exact bottom of the plug and draw a line. This line is important because the hook holes will be drilled along it. Mark the centers of the hook holes: the front one at 1½'' from the face and the rear one at 4½'' from the face. Drill them out using a 3/8'' bit. Drill the holes a half inch deep.

Now slip the plug into the tube and lock into place with the 3/8'' dowel. Mark off the diving plane with a pencil. Cut off the excess wood with a hack or band saw and with some medium sandpaper, smooth off the edges of the diving plane so it blends into the lure. Now lay out and cut the lip angle using the dimensions shown in the diagram. Make sure that the lip lines up with the diving plane; if it is crooked the lure might veer off to one side. Draw a line down the center of the diving plane and mark off the location of the line eye. Drill a quarter-inch hole half an inch deep. Now you are ready to mount the hook eyes. I use two types of hook eyes: for the belly and tail hooks, I use some 1/16 stainless welding rod, which can be purchased at a local welding supply house. It is bought by the pound. Cut a piece about one inch long and wrap it around a quarter inch screwdriver blade. (See pictures and diagram.) Trim the ends of the eyes to fit into the hook holes and epoxy them in place by filling the holes. I use Devcon 5-minute epoxy for this. To finish off the line eye, you can make a smaller version of the belly eyes or buy ready made brass sinker eyes from Midland Tackle Co., 66 Route 17, Sloatsburg, New York 10974 (914-753-5440) or Merrick Tackle, 2655 Merrick Rd., Bellmore, New York 11710 (516-781-7766). Once the eyes are set up and all the epoxy is hard you can paint the plug. White and yellow are the most popular. Of course, you can paint them any color you want. As far as hooks are concerned, I used two 3/0 triple strength Mustad trebles for the belly hooks and a 5/0 Siwash with some white bucktail on the rear. Once you get started making these lures you won't want to stop. Be sure you make enough to last you for a season. Then go catch some fish!!!



DARTER

WHISKER LUNKIN'

Part One — *by John V. Konior*

I personally, along with a multitude of other die-hards I suspect, have a great deal of respect for codfish. While it is true that cod are not known for their fighting abilities, they do give a good account of themselves. Once you experience the tug of war when attempting to haul up a 40 lb. cod in waters ranging from fifty to well over one hundred feet deep, coupled with strong currents, you'll know what I mean when I say that despite his whiskers, the cod is by no means a pussycat. Herein lies one of the strong appeals for going out after cod: size. Like myself, most fish that you catch will be small, aside from the occasional monster blue, striper or whatever. Codfishing provides you with the opportunity for landing a real lunker, one that not only allows you bragging rights through the winter, but some of the tastiest fish around.

Not withstanding the obvious appeal, codfishing is not without its disadvantages. As far as I'm concerned these are: cost, weather and catchability. Like all things of late, costs for codfishing are up. If you're restricted to the open boats it won't be unusual to be hit for a mid-$20 fare this season. Add to it the cost of transportation, plus tackle, pool, food, etc., and you're talking about a considerable sum of money. Now consider weather. Cod fishermen are considered by some to be fanatics. Who else but madmen would brave the cold, wind, and bumpy seas in quest of a mere fish. And, for whatever reason, many fishermen do just this—it's part of the mystique. Actually, matters aren't quite as bad as they may seem considering that today many open boats have heated rails and cabins, very efficient and relatively inexpensive thermal clothing is available, and there are always seasick pills to take as a precaution.

Once you accept the fact that it's going to cost a bit, and that you'll have to put up with the uncertainties of late fall or winter weather (regardless of how comfortable you'll be), what remains is the question of what you will catch. By all means, the chance of catching a lunker exists, and you would expect to catch a few non-lunkers. After all, you'll always pick up the fishing reports and read that X boat ended up with forty fish up to 50 lbs., and Y boat got sixty fish up to 45 lbs., etc., etc. However, did

A nice one-man catch of cod by today's standards. Photo by Tim Coleman.

For many, the best part of codfishing comes in the form of tasty, white fillets. Photo by Katherine Gibson.

you take time to consider the fact that X boat had twenty anglers aboard and Y boat had thirty anglers aboard, so that the average catch was two fish per angler. Moreover, did it dawn on you that the same reports often refer to the fact that Joe Pro or Max Catch landed the pool fish along with five to ten other fish? What's the average per angler now? It means that quite a few anglers spent the day drowning bait or whatever.

So what's the point of all this arithmetic? To put it bluntly, you're going to have to use some smarts to move that average into your column. There is no question that certain anglers have better luck than others. But let's discount the luck factor and address why some anglers constantly outcatch the majority in terms of size and number of fish. As with all types of fishing you will encounter the pros. These pros have gotten their reputations via experience and employing methods that consistently catch fish. Don't despair if you lack the experience since there are techniques that can be learned almost immediately, and with a little practice can be mastered.

Don't be misled by reports that cod will virtually eat anything. While it's true that cod have been caught with such items as an old boot, rocks, sinkers, beer cans, etc., in their craws it's simply not true that they'll bite on anything at any time.

What I'm about to offer are some of the techniques/methods that I've learned in fishing for Mr. Whiskers in over twenty-five years. They won't guarantee success, since I've had my share of poor days, but they should improve your chances considerably. These tips boil down to: location on boat; technique; tackle; and bait.

LOCATION ON BOAT. This could be the most important factor in deciding your catch. Your preferred position on the boat will depend on exactly what method the captain will employ and the bottom to be fished.

Drifting: When fish are scattered the captain often resorts to drifting to cover a large area to locate fish. It is done typically on relatively calm days. By far the best place to be is at the bow. When drifting, the captain will either request all anglers to fish one side of the boat, or when this is not possible, to turn the boat around periodically to give anglers a chance of being on the up-wind/current side. Unlike any other position on the boat, the bow provides the angler with a relatively tangle free situation and always being in a preferred position regardless of which way the boat is turned. The next preferred positions are along the side, and last the stern.

Anchoring: There are two situations that will decide positioning. First, over OPEN BOTTOM. When anchored over open bottom the best positions are the stern, or as close to the stern as possible, followed by the bow and then the sides. There's a bit of an inconsistency in position stra-

(Continued on next page.)

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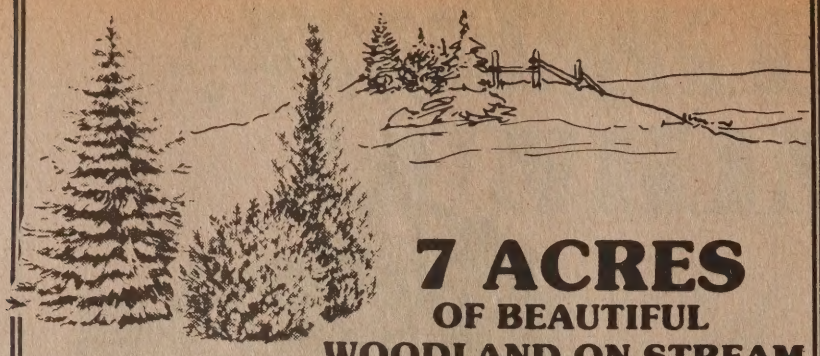

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tegy here. One important thing to keep in mind when anchored is that the boat will settle down-current and/or down-wind. Cod will encounter the bait swimming up-current, and therefore, those furthest down-current will get first crack at the fish. The seeming inconsistency is choice of bow over sides if this theory holds. The problem with the sides is that all lines will converge towards the stern increasing the probability of tangles tremendously. You'll spend more time unraveling tangles than fishing and your chances of catching fish is greatly diminished. If you fish the bow you'll technically be furthest from the fish, but you have the opportunity to cast away from the boat more readily.

The second situation is anchoring OVER A WRECK. Position on the boat is difficult to suggest since it will depend upon how the captain positions the boat over the wreck. I've had as much luck on the sides as any other because of this when wreck fishing.

TECHNIQUE.

Drifting: It's important that you hang on sufficient weight to ensure that your rig stays on the bottom without letting out excessive line. The more line you leave out the greater the difficulty in feeling a bite. Moreover, it's even more important when you're on the side of the boat which causes your rig to drift under it. Keep in mind that while it is difficult to fish under the boat, you will be reaching fish first. If you end up leaving out a lot of line you'll lose that advantage and increase your chances of tangling with other lines or the bottom of the boat.

While drifting, you'll also have the tendency to think you're getting a bite since your sinker will tend to hang up in the bottom; less so over sand. Cod seldom will slam into the bait, more often mouthing it and then swallowing it. For this reason don't react to the first hit by yanking back, since you'll probably end up pulling the bait from the cod or at least lip hooking it, which could easily result in a lost fish. Wait for the second hit, which is generally harder, then yank back hard in order to set the hook in the cod's tough mouth.

Beforehand, make sure the drag on your reel is set properly. It should be set in such a manner so that when you give the line a series of sharp tugs, the line will slip without snapping. Don't set your drag too tight since a large cod will take line and if the drag is set hard, he will either break the line or rip out the hook. On the other hand, the drag shouldn't be set too lightly since you'll decrease your chances of setting the hook and will have trouble reeling in your fish. However, when in doubt, stay to the lighter setting. I've seen too many large fish lost due to snapped lines, even when using fifty pound test. Next week, we will begin with a discussion on the techniques used while anchored over open bottom and wrecks.

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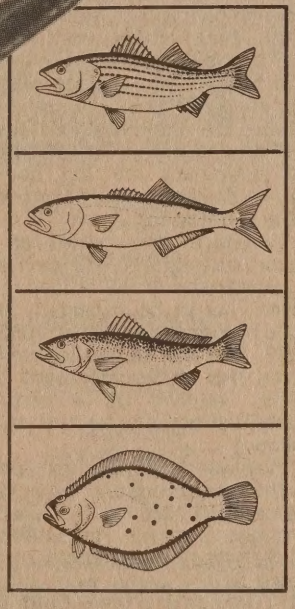

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1980 AT MONTAUK

by John DeMaio

The years pass with a frightening swiftness. Only a recalling of the events that took place over the past season can alter the blur of motion into something we can focus upon. We pass through the dreary winter months waiting for spring to emerge. Once we are into it, it races ahead. Codfish give way to flounder. Suddenly it's June; where are the bass? All summer is spent chasing blues, weaks and bottom fish. Fall comes roaring in. Bigger blues and once more—where are the bass? Finally, more codfish and then it's Christmas. Only by examining my log book on a day-to-day basis can the entire season be accounted for.

Whenever one writes an annual report such as this, it is inevitable that a comparison to the following year is given. As to be expected, it was a little harder to produce in 1980 than in 1979. (Not that all species were down; some fish stocks increased in numbers, leaving us a promise of continued activity for the seasons to follow.)

Weather must be given a standing in the how-comes and whys category. Remember 1980 as the year of the drought. I cannot remember fishing on a rainy day this summer. My top piece to my parka went unused for long periods at a time. Calm seas and clear skies prevailed throughout the spring and summer. We ended up paying dearly for the dry tranquil pleasures of summer by the wind-blown fury of fall. Yes sir, it was one hell of a fall season. Once again, very little rain, but wind from all the compass points. My left hand spent the entire fall holding my hat on my head. By the time December arrived I was ready for corrective surgery. I believe had the weather been more tolerable, we would have been able to catch more bass.

As usual, I would like to state right out, that the following observations of the season past are my own and may vary with other fishermen in my area. If anyone strongly disagrees I would advise they put down on paper their own thoughts. Also, having not been offshore for the past twenty years, I will omit the offshore scene.

Saturday, April 12, was the maiden voyage for the new "Vivienne" and it was the only way to christen a new boat. I was late in receiving the boat and had already cancelled out several charters. She finally arrived on the tenth of April. On April 12, I returned to the dock by 12:30 in the afternoon and a total of 112 codfish for a four-man charter. Approximate weight over 900 lbs.; largest fish being a fifty pounder. What a way to start a season and a new boat. Not until December, did I have a catch of codfish that would equal that.

The rest of the spring codfishing was uneven. Catches ran from 9 to 65 fish a trip. An approximation would be 672 codfish for 20 trips. Or 10 cod a man. This does not include flounder and pollack.

On the other end of the cod season, a school of codfish was located in the Block Island area. Beginning on December 12 the first three trips totalled 2000 lbs. of cod. (That was three men fishing for the box.) The weather made the long ride impossible on most days. I only managed to fish an average of 2½ days a week. Four anglers had over 500 lbs. on a mid-December charter, only to return the following week to be forced home by strong winds after only one hour's fishing and 150 lbs. of cod. By Christmas the main body of fish moved out leaving only some smaller cod. Every trip there, many fish in the 20 and 30 lb. class were taken. On December 27, my last charter netted 36 cod totalling about 150 lbs.

I didn't catch enough pollack to fertilize my wife's tomato garden. For two basic reasons: one, most of the pollack activity was south of Block Island—the big pollack, that is. And two, all the good catches of pollack were made by deep trolling umbrella rigs. On the few times I tried for pollack, with jigs, and tubes, I met with little success, but watched the trollers in the same area land excellent catches of large pollack. Even inshore, the trollers would load up on five pound fish while the diamond jig would hardly take a one. Then again, for every one cod caught trolling, there are five taken by the fisherman working the bottom, either on jigs and tubes or bait.

My first encounter with the ever popular flounder was on April 25. I took the Kenny kids on a trip back to the Promised Land area and we totalled 45. Second trip there showed only 20, and hard work at that. On May 15, I managed 60 flounders, but no size. It wasn't until the end of May that I had the best flounder fishing and closer to home. By this time we were already chasing bass and flounders were merely a second choice.

Flounders are one of the fish that are getting harder to come by out east. Once was you could stop on the way home from codfishing and catch a customer a quick dozen for a meal. Not any longer. Time and effort are now a must. One must be at the right spot when the tide is best. Most often the majority of fish are caught in a very short period. Best trip all season was 68 flounders up to 3½ lbs. for a half-day's fishing. Average fish was two pounds.

Bluefish are Long Island's number one game fish. A crowd pleaser if ever there was one. Why not? They're big, plentiful, and perform well. Plus they can be taken via a number of methods and on an even greater number of lures. The Point itself saw the fish come and go. A feast-or-famine syndrome. A long ride south of Block Island, however, was guarantee for excellent bluefishing in season. Four able hookers would have capacity here in no more than four hours fishing. For those who wouldn't quit, scores of 1,200 lbs. were easily attainable. After 500 lbs., most anglers tend to pack it in. Later in September, Cartwright was a winner by rewarding its anglers on every trip and almost never a miss. This season, one had to change their ways at Cartwright. Catching bluefish on lures was a problem, as I soon found out after my first two trips out there. In previous years, the diamond jigs would reward me with full loads daily, but this season I gave way to bait fishing. It was a blessing in disguise. Because we anchor when we baitfish for blues, I was able to get through a day of marginal weather. Instead of constantly running up on a drift when diamond jigging and fighting the elements, an anchored boat could lay to and ride out a sloppy sea in comparative comfort.

Having to make long trips for a sure catch of bluefish cuts down on the mixed bag concept. How I long for the days when summer blues cavorted at the Point and a well used diamond jig would take porgies, sea bass and striped bass. Or bluefish on the running tide and then a switch to perhaps fluke on the slack, without a lull in the action. And all no more than forty minutes from home.

Fluke fishing fell short of what most

people would have liked. Some spoke of good fluking but then again, I believe they are speaking in relative terms. It wasn't until the middle of August that I had a serious catch of fluke. Then, again, I actively don't pursue this species and as the same with flounders, active pursuit would yield a higher catch. On August 15, an all-day party, after catching twelve weaks casting and thirty blues on jigs, moved into the shallows for a fast thirty fluke on a tide change. On the 29th, another 33 fluke with a ten pound topper. During the next week or so I never had more than twenty fluke mixed in with the blues and weaks. I enjoyed this fluking because it was in shallow water and not only did the bucktail work well, it caught the most and the biggest. Easily outfishing the standby methods by two to one.

On June 18, I had the first porgy. As in years past, it was taken on a diamond jig while bass fishing. During the rest of the season, the porgies cooperated by being readily available. Unlike other seasons where the scup would play hard to catch for a period of time, they bit throughout the season. Sometimes good, sometimes slow fishing, but never a halt.

With a little luck and a good deal of knowledge some sea bass were available. Besides the porgies, I managed 100 lbs. of sea bass for a party of four. The biggest going over four pounds. That was on September 13. On May 30, the same spot gave up one sea bass. September 21 I had another catch of sea bass, about 70 lbs. Perhaps the best eating fish in Long Island waters, the sea bass is slowly disappearing. Only a few years back we had a bumper season. The following year went right back to nothing. When I first began chartering, I would catch six to twelve sea bass a day during the month of June on diamond jigs while fishing for bass. Now I mistakenly catch two dozen for the season. This is what I mean when I say it's a little tougher each year. Lucky mistakes are less frequent than in the past. For those who fish as much as I do (daily for at least eight months), you're bound to have a number of banner days. High scores, unusual catches, freak events and the unexpected. These super good days do not occur everyday. They never did! Fishing has always been that way. Even in the so-called good years.

Weakfish! Just when you think you have seen the best weakfishing possible, along comes a season of even better fishing. Aside from some advanced catches, the main herd arrived on July 8. On a morning trip, we had 28 weaks, plus macks and porgies. By the following afternoon's party, we had 100 weaks and left them biting. The hot fishing continued for a month. The few poor days could always be attributed to weather. Fog, which made it impossible to see the birds that gave away the weakfish's

(Continued on next page.)

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position, was the biggest deterrent. The occasional windy day 2nd. What made this weakfish season so special was the consistency. I could expect a good catch when I left the dock. Most often, weakfish do not have a pattern in their feeding habits and must be hunted down. As was the case this season. The fish moved daily, but because of their numbers, they could—and were—found and caught every day.

All through the rest of August and September, a few weaks could be found here and there mixed in with the blues. Towards the end of September some weaks began to show up again, with the month of October being best until October 21. Then it stopped. This October fishing was a one-tide affair and the weaks shared the spotlight with the Cartwright blues and what little bass that were around. Most of this fall weakfishing was all casting. Saturday the eleventh, topped that fall blitz with 58 weaks, one bass and 42 blues for an afternoon trip. All taken casting bucktails on light tackle. The weakfish have taken up the slack where the bass have left off.

Like dessert, I would always save the best for last. The best being striped bass. This year I am holding with tradition. Weakfish deserved that honor this season, not the bass. Their numbers were few this season and fishing for them was a pain in the butt.

Those who pursued them on a regular basis had a good score here and there. Some pin hookers did as well as thirty in one night. Big fish to boot! The style of the night fishing and the pressure of many anglers crowding a small piece of bottom in the black of night isn't for the average angler, however.

My preferred method of catching bass suffered. The diamond jig took a back seat to the trollers. There were a few days when the jig outfished the deep swimming umbrella rig, but it was a rare occasion. Unlike weakfishing, where jigs outfished trollers on most occasions.

The problem was this: small schools of fish, in too small an area, with everyone trying to get over the fish. You had to fight for your share. Nothing too unusual about fighting for your share when you're bass fishing. Only in the past there were more fish to go around. And in more areas. Ten years ago, a large school of bass would go from Montauk to Shinnecock; now it goes from one end of my boat to the other. Every season I could depend on a week or two of casting to the bass along the beaches. In 1979, my best trip was over thirty bass caught casting. In 1980! One morning, for a party of two, we had seven bass along with 14 weakfish. There were more bass caught casting, but scattered and mixed in with the weaks. Those big bodies of bass just weren't there.

Here are the numbers. From the first bass taken which was May 23, until June 30, I accounted for 59 bass. A total of ten days went unfished during that period due to weather and illness. In '79 that same time period showed 99 bass with only three days gone unfished. For July and August the score was 13. September's total was nine. During September, I lost twelve full days. A few more bass swam past the Point in October. I caught 62 of them. Twelve trips were lost to poor weather. The previous October was a slaughter in comparison with 206 bass. The weather was also better that fall. Even though the amount of trips lost was almost as much as in 1980, the days fished were calmer, allowing you to get to the better areas for the bass. This year, even though we didn't lose many days, we were unable to go where I always wanted. In November, I caught the grand total of 15 bass. The last three on November 5. The weather was becoming a problem. November '79 I had 89 bass. The last one November 17. Yearly totals are 158 for 1980 and for 1979, 445.

If you really want to see a marked comparison, let's go back to 1978. In that year I had 190 for June, 320 for October, and November had 34. The last four on November 12. The weather that November was also poor.

As I said at the beginning, comparisons to prior seasons are inevitable. Forgive me for savoring a bit, some of those sweeter moments.

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ROD OF THE WEEK:

A "Heaving" Surf Stick

by Pete Barrett

Conventional reels are experiencing a resurgence of interest from surf fishermen over the last several years, perhaps spurred on by such precision reels as the Newell and the Shimano Triton. Old standbys like the Penn, or the new Daiwa SeaLine are no slouches either in the casting department and the reels are able to cast further than spinning tackle.

When fishing live bait in the surf, the conventional reels and rods with their beefier actions seem to perform better. In areas where there is a very strong tidal current and heavy sinkers up to ten or more ounces are needed to hold a bait on the bottom without tumbling, these heavy duty conventional rods perform perfectly.

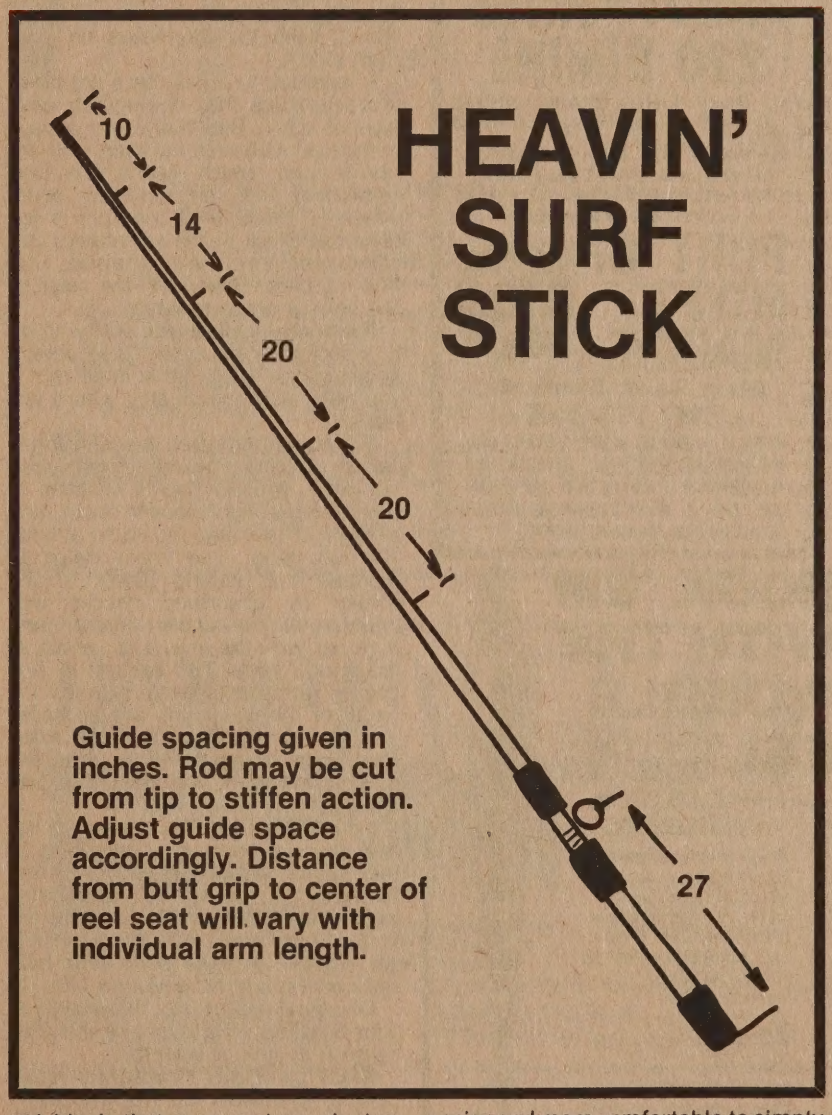
This style rod is a perfection of several rods used in different parts of the Atlantic Coast. In Hatteras it's known as the "Heaver" and the blanks can literally heave a large bait and sinker a long distance. Up in New England, the rods are known as "Production Rods" made famous by the rod and reel commercial striped bass fishermen who depended on these blanks to haul large bass from the surf. Along the Jersey jetties similar rods are used to fish live bunker off the ends of rock jetties and sea walls. A gutsy rod is needed to keep bass from diving into the rocks and cutting the angler off.

The length of the rod changes with the fisherman's preference. The shorter the rod, the stiffer it will be and the better able it will be to handle very heavy baits. The longer the rod, the better the overall casting qualities will be.

I know of one surf fisherman who switches back and forth between Hatteras and the Vineyard who uses a short eight-and-half footer for bait and the same blank, only with less cut from the tip to make a nine-and-a-half footer for casting the largest of plugs.

Suggested blanks would include the Harrington 542, Lamiglas SSB1362M, SB1364M and SB1606M; Fenwick SU1445F and SU1265F. Each of these blanks can be cut from only a few inches from the tip to two-and-a-half feet from the tip. YES...that's two-and-a-half feet! One of the most popular Hatteras Heavers is made from the Lami SB1364M cut down from eleven-and-a-half to nine feet!

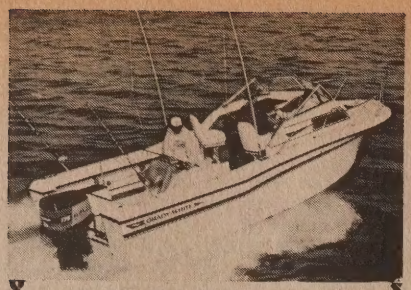
Good graphite blanks are hard to find, so graphite blanks are harder to recommend since there are not as many surf anglers willing to chop up a rod blank that may cost nearly two hundred dollars. You could experiment with the Fenwick GSU1384F or 1446F, or the Lamiglas GSB13322M.


HEAVIN' SURF STICK
10
14
20
20
27
Guide spacing given in inches. Rod may be cut from tip to stiffen action. Adjust guide space accordingly. Distance from butt grip to center of reel seat will vary with individual arm length.

Grips will most often be made from the cellite or foam pre-cut styles, but many surf fishermen still prefer the cork tape. To position the grips and reel seat, hold the rod as if you are ready to cast. With one hand at the butt end and the other positioned where it naturally falls, the reel seat should be positioned just ahead of your forward hand.

The Reel Seat is optional and may be omitted. Many anglers find it easier and more comfortable to simply tape the reel in position. Others are switching to the Fuji adjustable clamp type reel seat. Still others do use a traditional seat, but of the chrome over brass type. The aluminum seats will not last long.

Tips. You may find it helpful to install the grips and reel seat, and then tape the guides in place for some practice casting. Keep trimming the tip until you have the desired length and firmness of action to throw a sinker of at least eight ounces. Don't be surprised if you end up with a lot of glass trimmed.



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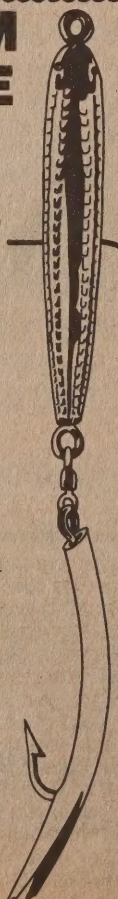

Bring on the stripers, blues, pollock, cod — you can't hold them back from the lure that won't hold still. (That's why competitors imitate Bridgeport lures — they take more fish more often.)

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BOATING SAFETY

(Continued from page 29.)

useful.

The most common of these markers are the red and black buoys you will find marking most channels. Channel buoys are easy to read if you remember the three Rs of boating: Red, Right, Returning from the sea. This means that when you are entering a channel from seaward, you should keep the red buoys on your right side.

In addition to color, there are other characteristics that distinguish each type of buoy. Red buoys are always numbered with even numbers and are nun shaped, which means they look something like an inverted cone. When lit, the color of the light is red or white. Black buoys are always odd numbered and are shaped like floating cans. When lit, the color of the light is green or white.

Anchoring. Unless you are tying up to a dock or some other fixed object, knowing how to anchor is important if you want your boat to stay where you leave it.

The equipment used in anchoring is called Ground Tackle (pronounced tay-ckle). Ground Tackle consists of an anchor, a short piece of chain, and a length of line that should be at least 100 feet long. The chain helps to increase the holding power of the anchor by absorbing shocks that might pull the anchor loose, and together with the line, it is known as the anchor rode. The amount of line you let out should be five times the depth of the water you are anchored in. This is called the scope. The scope should be increased to increase the holding power of the anchor in bad weather.

When anchoring, lower your anchor over the side instead of throwing it; this keeps the anchor from getting fouled in the rode. Let out enough line to get the proper scope, and give the line a tug to make sure the anchor is set. Check to make sure your boat can't swing and hit anything else.

One final safety tip. Never anchor your boat from the stern, as this may cause it to sink or swamp.

Most Common Problems. Most boating problems do not represent situations that are extremely hazardous to the occupants of the boat, but these problems can be rather bothersome. The most common of these problems are caused by running out of fuel, and running aground.

Here's what you can do to prevent or solve these problems:

RUNNING AGROUND—the best way to prevent this is by learning how to use nautical charts and channel buoys. If you do run aground, check to make sure the hull is intact. Then try pushing the boat off of whatever it is grounded on. Having your passengers

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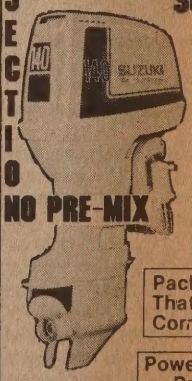

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shift their weight around may help, and a rising tide may also come to your rescue. Keep in mind that shifting into reverse may damage your propeller, and may only serve to throw more sand under your boat.

RUNNING OUT OF FUEL—always check your fuel tank before leaving port. In addition, a good rule to follow is never cruise farther than one-third of the distance your fuel supply will take you. Although half a tank of fuel will get you some place, don't assume that half a tank will get you back. Running against the tide and wind will cause you to use a lot more fuel to travel the same distance.

Distress Signals. A boat in distress can be very hard to spot. For this reason, certain distress signals are universally recognized. These distress signals are of two types: sound and visual.

Sound signals are easy to make using the equipment you should have aboard your boat. Continuously ringing a bell, and long blasts on your horn or whistle can be used to attract attention. Radio can also be used to call for help. Emergency channels are AM channel 51, FM channel 16, and CB channel 9. MAYDAY calls are to be made only if life is in immediate peril, because they take precedence over all other calls.

Visual distress signals are made using flares, orange smoke, or by waving an orange flag. Flying an inverted ensign is another easily recognized signal. Visual distress signals can also be made without using any equipment. One of the best visual distress signals is made by standing at the highest point on the boat and slowly raising and lowering your arms.

One thing to remember about visual distress signals is that they are useless unless there is somebody around to see them. So don't light your flares or smoke devices until you actually see another boat or aircraft that can come to your assistance.

Rescuing People in the Water. People falling overboard is the second most common cause of boating fatalities. Most of these people could be saved if someone aboard the boat knew the proper procedures for rescuing a person in the water.

The first thing is to throw something that floats into the water near the person. A ring buoy or seat cushion is designed for this purpose, but if you don't have one of them on hand, remember that there are many things aboard a boat that will float, such as an empty gas can, thermos jug, even an oar. If possible, assign someone aboard the boat to do nothing but watch the person in the water.

Reduce speed and turn back to where the person is. Approach with the bow into the wind or into the current. When you are near the person in the water turn off the engine while it is still in gear. This keeps the propeller from spinning

(Continued on next page.)

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freely and injuring the person in the water.

When you are alongside, bring the person back into the boat over the stern. Bringing the person back in over the side can capsize the boat.

Surviving in the Water. Most boaters who die in water related accidents have no intention of going into the water, and are unprepared to deal with the situation when they do wind up in the water.

There are certain things you can do to increase your chances of surviving long enough for help to arrive.

By wearing a personal flotation device you will double your expected survival time.

Stay with the boat. Most boats will stay afloat even when they are capsized or completely filled with water. Staying with the boat gives you extra flotation to hold onto, and makes it much easier for rescue parties to spot you.

Swimming for shore is almost never a good idea. The shore is usually about three times farther away than it looks. In addition, it is hard for rescue parties to spot a swimmer, and swimming increases the rate at which your body reaches exhaustion, due to the effects of hypothermia.

Hypothermia is a dangerous condition where the body's temperature drops to a point where the muscles and vital organs are unable to function. The body loses heat twenty-five times faster in the water than it does in the air. You will be able to survive much longer by not swimming or moving around. Again, staying with the boat is the best idea.

One final suggestion, keep a positive mental attitude. This may be as important to your survival as any other step you take.

Safe Boating Courses. With the spiralling cost of boats and equipment, it is ironic that the most valuable thing you can take out on the water with you is free!

Knowledge of safe boating procedures is the most valuable commodity you can take out on the water with you, and this knowledge can be obtained free of charge by taking one of the Boating Safety courses that are offered in this area.

The New York State Office of Parks and Recreation offers a course that teaches basic boating safety to youngsters between the ages of 10 and 16. In addition, boating safety courses for adults are offered by the American Red Cross, the U.S. Coast Guard Auxiliary, and the U.S. Power Squadrons.

These courses can be offered without charge because the instructors volunteer their time. The instructors are all boating enthusiasts themselves, and their experience can be invaluable to the person with limited knowledge of safe boating practices.

If you haven't done so, take advantage of a free safe boating course. It is the best thing you can get for yourself and your boat.

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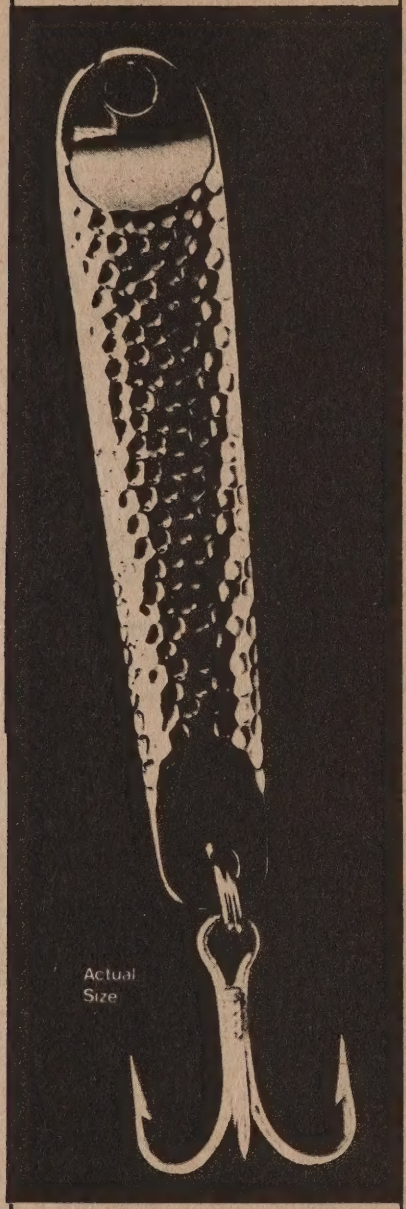

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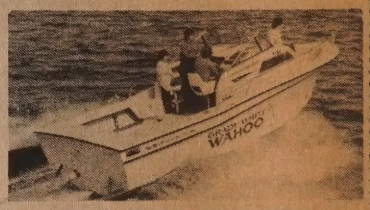

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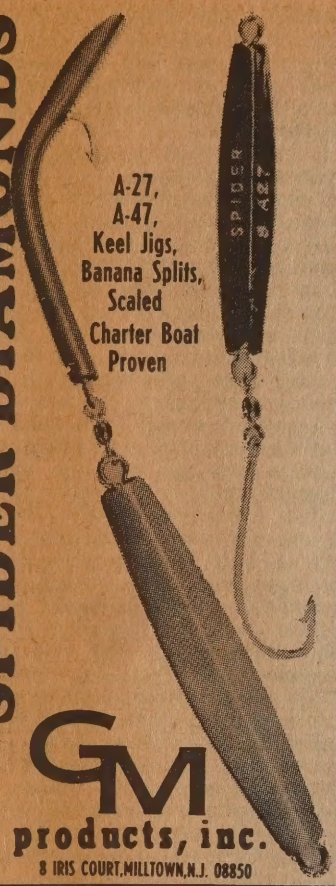

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BOATING & RELEASING

(Continued from page 35.)

crew tries to help subdue the fish. Ironically, that's often not as hard as it sounds. Unless they are very "green," tuna and bill fish can be handled very well with straight gaffs. I well remember the first time I was called upon to gaff a tuna. I was fishing with Don Merten on his "Valiant Lady," and the only other person aboard was Captain Frank Hammer. As the fish was brought alongside, Frank left the controls and wired the tuna. The target was too big for even someone as nervous as I was, and I had visions of being pulled right out of the boat with that eight foot straight gaff. As it turned out, I was easily able to stop that six hundred pound fish by simply bracing my knees against the side of the boat.

However, when it comes to sharks, I still prefer a flying gaff. The difference between sharks and other game fish is that sharks roll. It's surprisingly easy to stop the forward progress of a giant tuna with a straight gaff, and the same applies to marlin. A billfish may jump, but usually can't do so because of the leverage you have on him. However, he can jump on the flying gaff—and that's when the hook may come out. Ironically, a rolling 100 lb. blue shark can be a tougher customer on a straight gaff than a giant tuna. The shark can literally twist the gaff right out of your hands. This is especially the case with short gaffs, which are also quite dangerous because the teeth of the twisting shark are so close to your arms. If sharks are your main quarry, select a flying gaff with a smaller hook size than is used for giant tuna and swordfish. Those big hooks are harder to drive into the tough skin of a shark, and are especially useless on small sharks.

When my Mako 21/Evinrude 200 rig, "Sheriberri," heads offshore, it's always well equipped with gaffs. In addition to a small hook flying gaff, I carry an eight foot heavy duty straight gaff and two smaller gaffs I use for inshore fishing. Most of my offshore trips are made early in the summer when there are lots of small blue sharks around. These thirty-five to one hundred pound blues are lots of fun on light tackle, and all are released—but you never can tell when you're going to get a shot at a much bigger fish. That happened several years ago, when I hooked into a 405 lb. mako on a boat reel filled with about 200 yards of thirty pound mono. Fortunately, everything hung together and I was able to bring a pretty tired fish alongside in an hour and three-quarters. My partner, Mike Soriano, had never gaffed anything bigger than a striped bass before and just couldn't sink the flying gaff—which needed sharpening. Expecting to lose my grip on the wire at any

(Continued on next page.)

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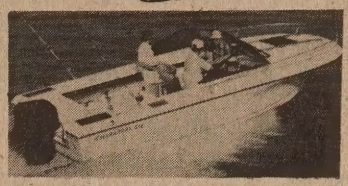

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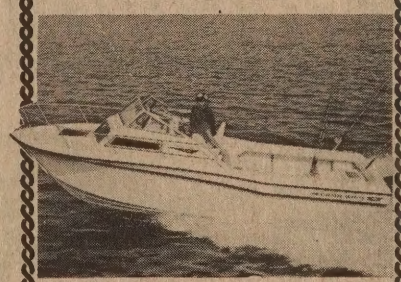

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moment, I told Mike to grab the tuna gaff, hit the mako in the gills—and hang on for dear life! That's exactly what he did, and that heavy gaff now has a permanent bend in it...but we got the mako!

Once the fish is alongside, a smaller gaff can be used to pick up the tail and secure tail ropes. If you don't have tail ropes aboard, you can always make do with your anchor line. Some anglers achieve this tail roping of sharks without the use of a gaff. They simply make a lasso around the leader and work it over the shark's body before cinching it up at the tail. A cable lasso works best as it's rigid enough to slide along the body.

Always stay away from the biting end of a shark, and also beware of the damage that can be done by the thrashing bill of a large "green" billfish. Billfish can be safely handled by the bill, and quickly dispatched with a billy club or soda bottle. However, even dead-looking sharks should be treated with respect. Reflex actions continue long after they're technically dead, and it's quite possible to get bitten by a "dead" shark. Many fishermen shoot sharks before handling them. Of course, that makes the catch illegal under IGFA rules—even though the fish has otherwise been legally fought and gaffed. That's of no concern if it's not a record fish, but I'm just a little leery of firearms on a boat and prefer to let my sharks expire naturally. The internal organs of sharks aren't supported, so hanging them upside down will do them in after awhile. The tail should be tied tightly to the boat and as high out of the water as possible.

The last big problem is getting the fish into the boat, and that can be a really significant one if you're not prepared for it. Most larger boats are equipped with a gin pole, a vertical wooden or metal pole rigged with a block and tackle. The largest of fish can be hoisted in this manner if there is enough muscle at the end of the rope. Sharks and billfish are lifted tail first; while giant tuna come up head first via attachment to a meat hook inserted in the mouth. As long as the gin pole is sturdy enough, the block and tackle efficient, and the manpower sufficient—this arrangement is quite adequate. A much better alternative is a stern door. Boats so equipped can put a big fish aboard in seconds without any great effort being expended. When the fish is positioned at the stern door, the boat is run forward slowly to plane the tail—and a good pull will slide it right aboard. Alternately, a block and tackle can be rigged that makes it possible for a single man to pull a giant tuna aboard.

If you have neither gin pole nor stern door, you're in big trouble if you happen upon a very large fish. It takes a lot of manpower to pull a big fish over considerable free-board, and you might have to settle for towing the fish in. There's no one proper way of

doing that, but it does require some thought in order to accomplish this purpose without breaking lines, tearing the fish apart, or impeding the boat's progress unnecessarily. Try to get as much of the fish in the boat as possible, and snub it up tightly. If some of the aft portion of the fish must remain in the water, that won't be too much of a problem—but never tow the head of a fish backwards, unless it's just for a short distance to make sure it's dead. If you can't get the head of the fish in the boat (a common problem with giant tuna), then snub it up as high as you can to your stern and let it plane in the wake. Be careful when you slow down so the fish doesn't get sucked into the props. If you have to secure the fish on the side, be sure to choose the lee side—so waves won't be hitting the fish.

The consequences of not towing fish correctly can be quite serious. I particularly remember being at Hatteras when the second 1000 lb. blue marlin ever caught in the Continental U.S. was brought in. Though the fish was caught on a fancy private boat by a crew with worldwide big game experience, they inexplicably towed the marlin in by the tail after finding that it was too big to boat. Not only did the marlin look pretty bad by the time they got back, but the tail was so weakened that it broke off when the fish was raised for weighing. And as the fish fell, the bill broke off. Eventually, the marlin had to be weighed in three pieces—and between the towing abuse and losses associated with the aborted weigh-in, enough weight was probably lost to deny this catch the record status it probably deserved.

A very important point to keep in mind when towing a fish is to attach several lines to the fish. There is a great deal of strain on the lines and they're probably rubbing against some surface which will weaken them. Never trust any single line or connection, no matter how sturdy it appears! Use three heavy lines (once again, your anchor line will do the job) attached to different points and you'll probably have nothing to worry about.

The only thing a small boat has going for it in terms of boating a big game fish is low freeboard. With no gin pole or stern door, that means there must be some muscle aboard. Though the logical way to bring fish aboard is head first, I don't like to fool with that end of a shark. In addition to the reflex action, there is significant danger involved in just having those protruding razor-sharp teeth of a mako aboard. A little slip and you may find a leg or hand torn open. Therefore, I drag makos in over the stern next to the Evinrude. That's harder than it sounds, since you're working against the rough hide of the shark and have to clear the pectoral fins. However, it does leave the head pointing aft. If the beast is a little too big to get aboard completely, the head can stick over the side a bit as long as it isn't submerged when the boat is planed. Once again, be sure to secure your catch at several points.

Because of their relatively slim shapes, sharks and billfish are fairly easy to bring aboard small boats. Giant tuna are something else again! Back in 1972, I did a sequence for the Lloyd Bridges TV show which involved catching giant tuna from an outboard. As far as I know, the only angler who had done that at the time was Lee Wulff—during a Canadian filming for "American Sportsman." It seemed to me that Lee had rigged up a wide board with which to slide the tuna aboard, but Larry Cronin and I hadn't really given much thought to what we were going to do if we actually caught a tuna during the two days the crew was in Gloucester to film the show.

Fortunately, the fishing gods were smiling upon us. An afternoon shakedown cruise aboard the Boston Whaler Outrage resulted in a hook-up within minutes. After we found out all the things that were wrong with the way the chair in the bow was rigged, we finally subdued the fish—and then realized that we couldn't boat it. Still being in the fleet, that problem was easily overcome by calling upon Eddie Murray to run it up on the "Cookie's" gin pole—and then dropping it into our boat. The next day we caught another that was no problem, as the film crew was alongside in the "Nan-Sea" and that boat took our fish aboard through their stern door.

It wasn't until the third day that we had to use some ingenuity. With all the fighting film we needed already in the can, the cameraman came along to shoot close-ups. As it turned out we hooked the biggest fish of the three, and it towed us well away from the fleet. Fortunately, another outboard saw us fighting a fish and followed us to see what sort of monster we had on. There was no way that the three of us were going to get that 745 lber. aboard, but by enlisting three of our visitors we were able to get the head over the side. There comes a point in the process of bringing a giant tuna over the side where no more pulling is necessary. Indeed, when that point is reached you'd better get out of the way fast if you don't want to be buried under hundreds of pounds of tuna!

Whether you do it from a fifty foot sportfisherman or an outboard rig, big game fishing is a very special thrill. We're fortunate to live in an area that provides plenty of big game opportunities during the summer and early fall, and it's a shame if you don't take advantage of this blessing. I enjoy inshore fishing as much as anyone, and can still get a kick out of catching sunfish on ultra-light tackle. However, a real struggle with a fish that's "too big" is something that every angler should experience at least once. Here's hoping that the advice given in this article will prevent the loss of that great catch at boatside!

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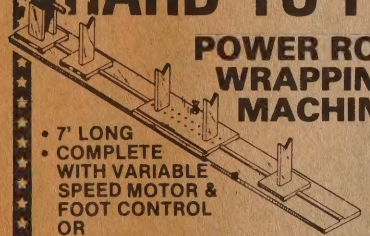

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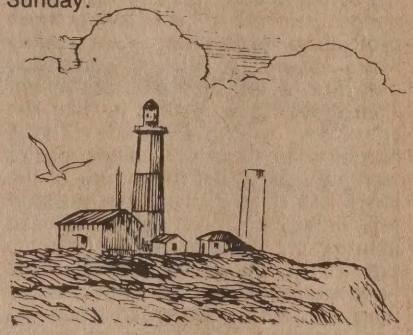
MONTAUK
★ BEST BET ★
COD

Capt Paul Forsberg, Jr. of the **Viking Star** reports that the codfishing fell off this past week but there was still a pick of cod available. Paul fished both the Cartwright grounds and the CIA grounds. Block Island is a dead spot right now says Paul due to the proliferation of gillnet boats from Rhode Island that have dropped nets all over the place. Pollack up to 15 lbs. were mixed into the catch. Most of the cod taken were in the 10 to 40 lb. range at the CIA grounds and Cartwright seem to be holding fish from 3 to 8 lbs. Starting Friday the boat will be sailing on a 7 day a week schedule. Decent fishing is still being had aboard the **Viking Starship** which Capt Paul Forsberg, Sr. sailing out of Key West, Florida to the Tortugas.

The **Marlin V** skippered by Captain Mike continues to sail weekends whenever possible. Fishing was good on Saturday with fares averaging 8-10 cod a man. Most were in the 5-7 lb. class, with the largest going about 25 lbs. Cartwright provided the lively action. The boat did not sail on Sunday.



New Jerseyites Russ Somma and Dave Bardsly with some nice stripers taken last fall at Montauk. Photo courtesy of Montauk Marine Basin.

GREAT SOUTH BAY
★ BEST BET ★
COD

CAPTREE

The **Speedy VI** continues to sail whenever weather permits. Fishing has been erratic due to severely cold water temperatures and a lack of boats out looking for the cod. On Saturday 15 cod came aboard, while on Sunday the bottom fell out of the fishing and no cod were taken. The skipper has been concentrating his

P. Ferrante and Robert Rojas combined to take four cod from 22 to 31 lbs. on a recent trip aboard the "Viking Star."

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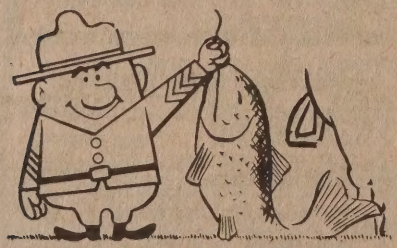

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Capt Charlie Kennedy of the **Capt Bob Joseph** asked us to let you know that he will be sailing everyday the week of Washington's Birthday, for cod.

Capt Carmine of the charterboat **Rendova Island** asked us to mention once again his discounted flounder charters for any trips sailed before Easter. See ad for details.

This 30 lb. cod was taken aboard the Captree charter boat "Yankee III" by Donald Thompson while fishing with other members of Steamfitters local #638.

On his first fishing trip, young Brian Gellin landed this double-header of flatties aboard the private boat Aquaholic. Fishing was done in Massapequa Cove. Subscriber photo.

WEST END SOUTH SHORE

★ **BEST BET** ★

COD

FREEPORT

Capt Billy Lindroth skippering the **Capt Al** reports that his fares had a few fish this week but the action was nothing great. Bill said the water remains icy cold, resulting in fish have lock jaw. Three fish were decked on Sunday and 4 fish were dropped just as they came to the surface. Best fishing was had SE of the Glorian Doris.

Capt Richie Kessinger of the **Starstream II** also told us that the cod fishing this week has been extremely picky, more than likely due to the icy cold water bequeathed to our area by the fridgid area temperatures and by the melting ice coming out of the Hudson and the south shore bays.

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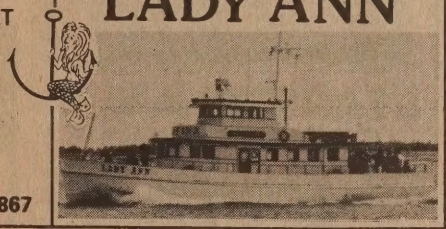

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DAIWA'S NEW GRAPHITE-COMPOSITE RODS

If you're looking for a rod that's light in the hand, yet extremely sensitive and strong, then you'd better get your hands on a new Daiwa Prolite Series graphite-composite rod.

Sources at Daiwa indicate the new Prolite rods are not only among the finest performing rods they've ever offered American anglers, but also some of the best values. Prolite rods will average from about $28 to $45 in retail shops.

Although the actual graphite content and construction of the Prolites is a trade secret at this time, Daiwa says that no other graphite-composite rod is made exactly like the Prolite series. They've developed a new process that results in superior actions, strength, feel and balance in the hand.

This is corroborated by Daiwa tackle testers who've been lavish in their praise of the Prolites' actions, strength and sensitivity. Daiwa has one of the most objective and critical tackle testing programs in the industry, which includes such respected names as Vic Dunaway, Al Pfleuger, Larry Nixon, Bill Dance, Bobby Murray and Paul Chamblee.

The new Prolite rods include a full range of freshwater spinning, spincast and baitcasting rods as well as saltwater boat and jetty sticks.

Of particular interest to bass fishermen will be the two brand new bass "pitchin'" rods in the series. Both models sport telescoping handles that allow collapsing the 7½ footers to fit bass boat rod storage lockers.

One of the new Daiwa Prolite pitchin' rods is the medium-heavy action that's becoming a standard nationwide. The other is a fast-taper model with a quick tip that's also ideal for tossing leadhead jigs to stripers, yo-yo-ing spoons, and for light saltwater bait and jig casting.

All the baitcasting models in the Prolite series have Fuji fiberglass-reinforced pistol-grip handles. And the unique Daiwa spinning rod handles are of an innovative "warm" design that puts very little metal against the casting hand fingers.

All Prolite rods feature Daiwa's exclusive Dynaflo guides—the harder, stronger, easy-on-your-line guides first introduced by Daiwa in 1979.

Special light-baitcasting models are also featured. These were designed specifically to match-up with Daiwa's four new Prolite light baitcasting reels. The new Prolite reels are designed to accommodate lines as light as six pound test.

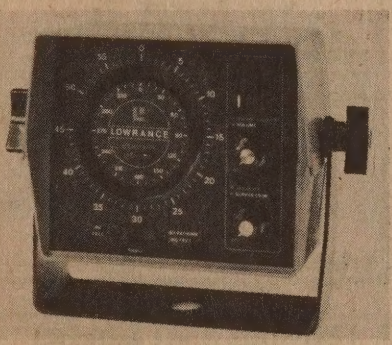
For further information, write: Advertising Dept., Daiwa Corporation, 14011 S. Normandie Avenue Gardena, CA 90249.

NON-GLARE BLACK SWIVEL FROM BEAD CHAIN

Invisi-Swivel—a new multiple-bead swivel with a black, no-shine finish that virtually disappears underwater is now available for trolling and still-fishing from Bead Chain Tackle.

The new addition to the Bead swivel family is designed to protect costly rigs from random strikes by predators, who often mistake shiny swivels for small baitfish. With its no-shine "invisibility," it is particularly suitable for attaching a short section of line in front of a lure or bait for still fishing, enabling fishermen to draw more strikes with a lighter line, and minimize line loss in the event of breakage.

Made entirely of rustproof stainless steel, Invisi-Swivel features kink-proof, smooth-turning construction with two swivel points per bead. Its low profile design enables it to slide easily past snags and run through guides without jamming. It is available in 25, 35, 75, and 175 lb. test sizes to meet a full range of needs. Write for free catalog. Bead Chain Tackle Company, P. O. Box K, 250 Mountain Grove Street, Bridgeport, Ct. 06605.



LOWRANCE OFFERS NEW DEEP WATER FLASHER UNIT

Filling the needs of fishermen is nothing new for Lowrance Electronics, Inc., of Tulsa, the world's largest maker of sport fishing sonar equipment.

Their latest flasher—LFG-1225—is a good example. It was spawned by the request of serious anglers, who wanted a powerful, yet compact unit engineered for deep-water sport fishing, coupled with an audible depth alarm. The alarm can be used for navigation, providing warning of shallow water, and to signal the presence of fish when trolling or cruising.

The alarm system will signal bottom fish and other underwater objects from six feet to more than fifty feet on the 0-60 foot scale, and from one fathom (six feet) to more than fifty fathoms (300 feet on the 60 fathom scale.

The new unit is equipped with 200 watts of power, ranges of 0-60 feet and 0-60 fathoms (360 feet), and

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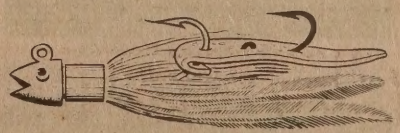

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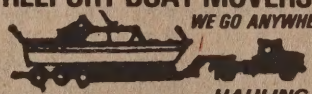

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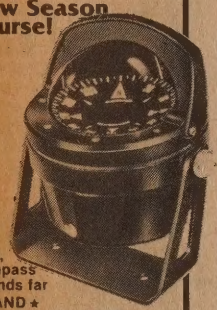

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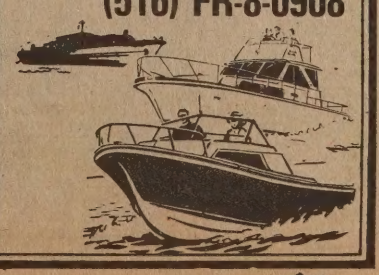

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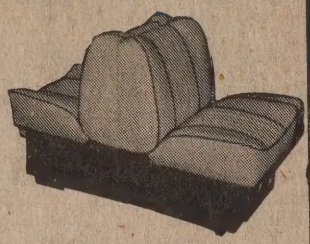

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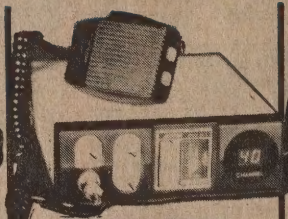

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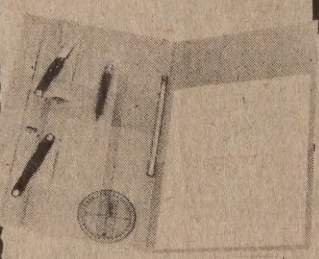

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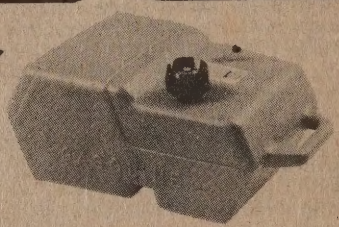

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